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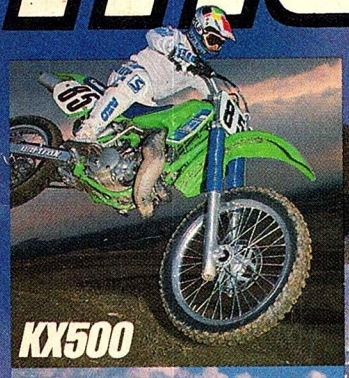

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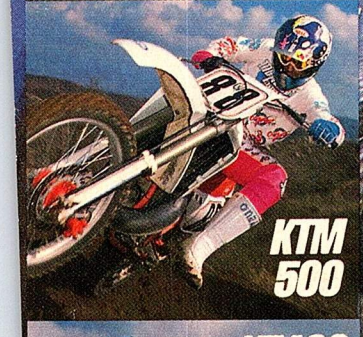

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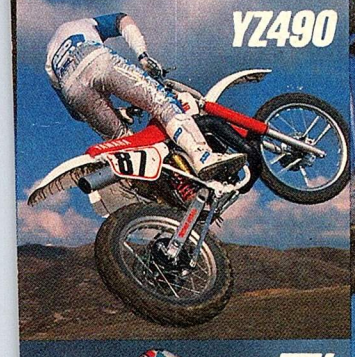

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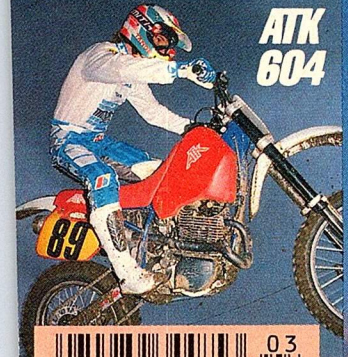

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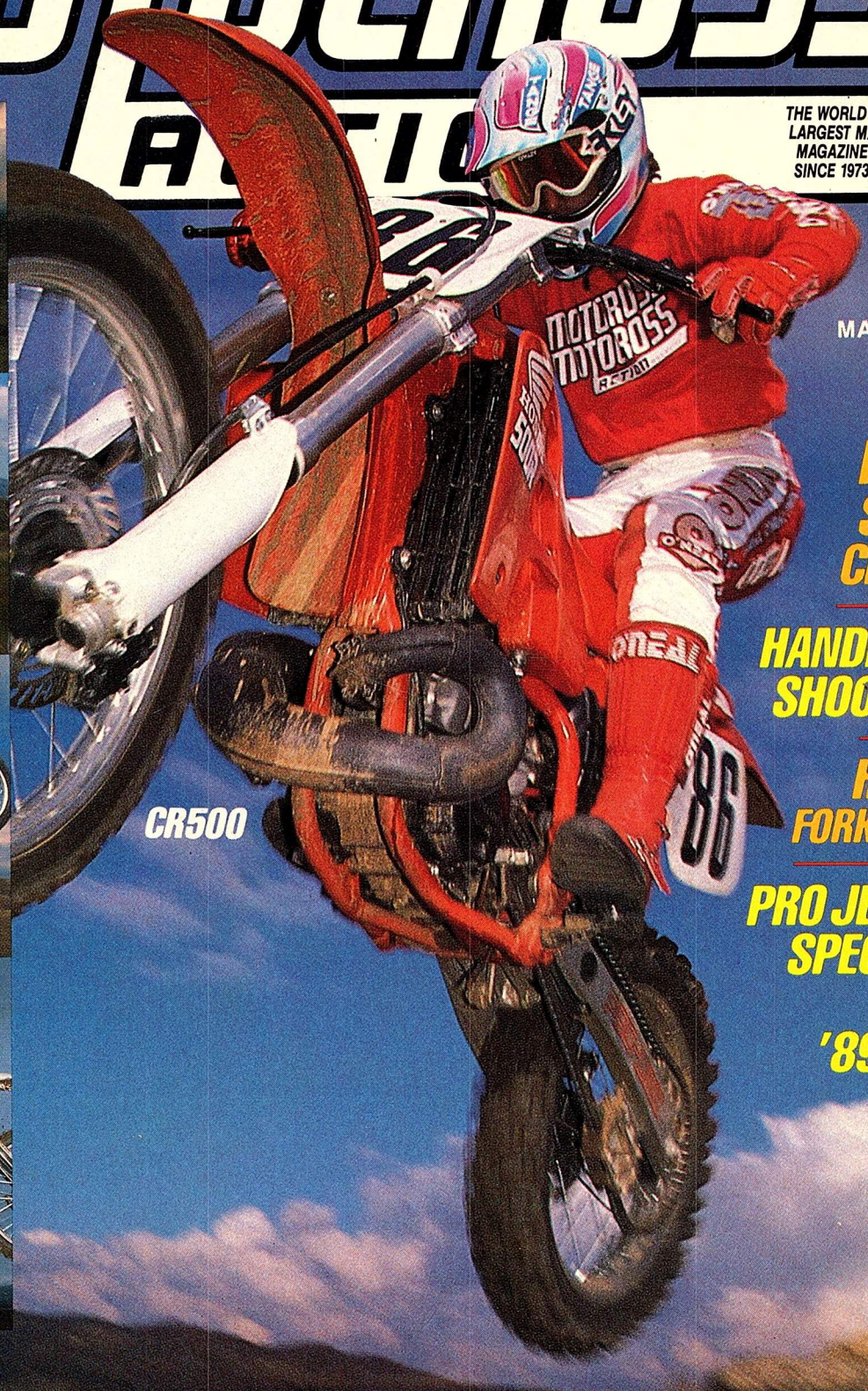

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MX Missile?

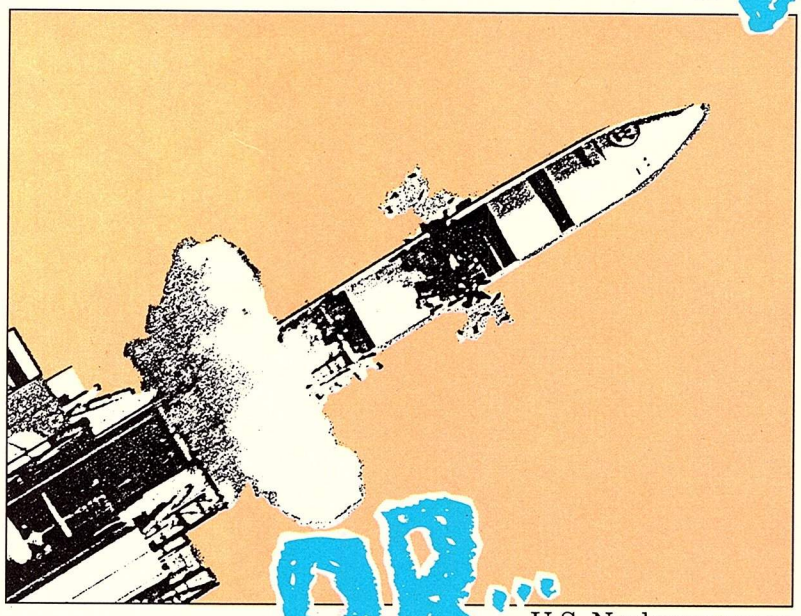

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Photo: T. Akamatsu

U.S. Motocross weapon: 16 year-old Damon Bradshaw

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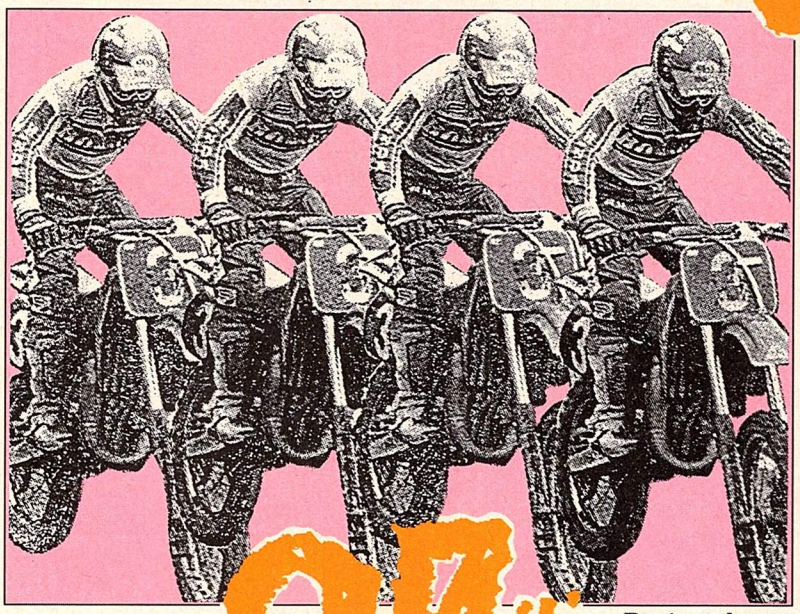

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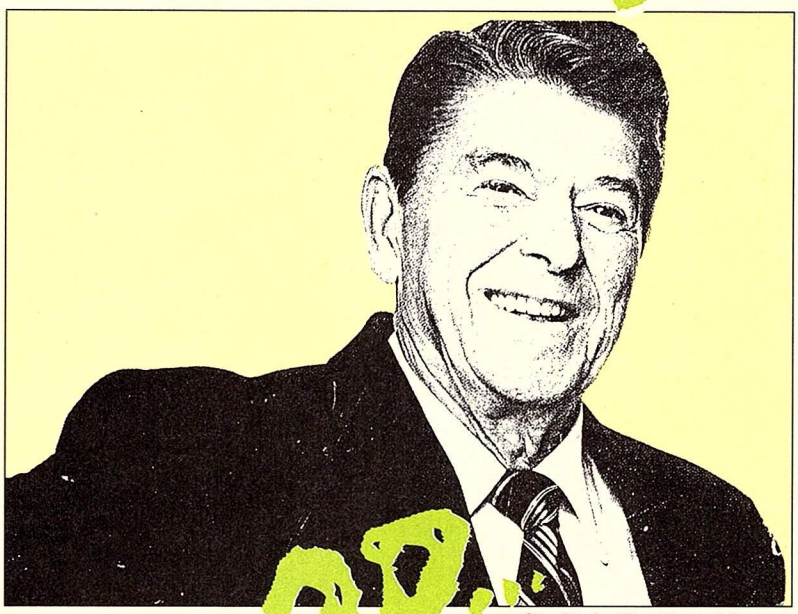

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or Ronnie

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MOTOCROSS ACTION MAGAZINE
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MARCH 1989

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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

ON THE COVER:—The complete *MXA* wrecking crew went out to test the 1989 500cc bikes. Chris Hultner, Todd Smith and Zapata Espinoza snapped the bikes in action with Alan Olson, Ulf Johansson and Ray Sommo in the saddles. The Table of Contents page shows Yannig Kervella slicing through the Paris night for Adam Duckworth's British-made Royal Enfield camera. Cover by DeWest, color separations by Valley Film.

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JODY WEISEL
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ZAPATA ESPINOZA
Managing Editor

TODD SMITH
Feature Editor

JEFF DEL VILLAR
Associate Editor

ALAN OLSON
GARY JONES
LARRY BROOKS
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DESIGN AND PRODUCTION

DENNIS WEST
Art Director

BETH BOWMAN
Associate Art Director

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Assistant Art Director

JOSEPH STAMPER JR.
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ELLIE HEPBURN
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MOTORCYCLE INDUSTRY COUNCIL, INC
ABC

On The Mainjet

By Roland Hinz

☐ Now is the time that most motocrossers begin to think about their plans for the upcoming season. As the cold and rain hammers down most of the nation's riders are sitting in the warmth of their homes planning major purchases for the spring motocross events. The slow months of winter are a great time to save a few bucks for an onslaught on next year's local/district/regional MX championships, but to do that you will need a few things. If you bought a new bike you'll be thinking about new leathers, maybe a jersey with your name and number on it. The old boots are looking pretty beat and the trusty-but-rusty helmet needs to be put out to pasture in exchange for the latest model. It's no secret in the motorcycle industry that the period of time from March until late summer is the busiest time of year for aftermarket sales.

The problem for you or me is that, like everyone with an unlimited wish list and a limited budget, we can't afford everything that we'd like to have. We have to make hard and fast decisions. And we have to stretch that dollar until George Washington is as tall and thin as Kareem Abdul-Jabbar.

Motocross Action is proud to aid American motocrossers in their search for the best deal. In the pages of *MXA* you can find information, photos, descriptions and prices for virtually any product ever made. To motocrossers *MXA* is a wish book chock full of bargain hunter's delights—so it comes as a surprise to us that many people believe that those same ads that are offering to save you hundreds of dollars are being assailed by some as destructive to the sport of motocross.

Now you may ask how buying a product at a bargain price could affect motorcycling? Industry spokesmen would be glad to tell you that the local motorcycle dealer is the lifeblood of motorcycling. Without those thousands of motorcycle shops scattered across the country there would be no place for enthusiasts to get started in the sport. Fine, you say, we can all agree that without motorcycle dealerships we'd have a hard time buying motorcycles. But there isn't an active business mail-ordering complete bikes. So how does your buying a pair of boots over the phone from a discount house paralyze the national network of dealers? The discount opponents say that dealerships don't make their money from selling motorcycles, they make their bread and butter money from selling parts and accessories. And every time you send your money off in the mail, you are driving a nail in the coffin of your local purveyor of fine machines.

On the other side, the majority of motorcycle dealers have done a poor job of filling their shops with the kind, type and style of products that motocrossers want. Their lack of stock forces buyers to go looking for the product elsewhere. Not every person who rides a motorcycle in this country has an aware and involved dealer in his neighborhood (or region). For riders, who live in the hinterlands, looking for the latest fashions from the mail-order companies is not a last resort, it is their only resort. And we haven't addressed the question of price yet. It is hard for a rider on a budget to pay full pop for a helmet when he can get it for $30 cheaper by dialing the telephone.

Motocross Action is aware of the dilemma that the motorcycle industry faces in the battle of the dealer versus the mail-order houses, but it should be no contest. The dealers have the upper hand in almost every instance (other than the price). They know the rider personally (they sold him his bike), they can offer him a chance to try it on to see if it fits (you can't do that on the phone), buying from a dealer eliminates waiting for the UPS truck, paying shipping fees (which increase the mail-order costs) and the long wait until the product arrives. The dealer may not be able always to match the price that the discounters offer, but he can quite easily make up for that with personable and personal service. In a head-to-head battle between the discount house and the aggressive dealer, the dealer would win 90 percent of the time.

There shouldn't be all this moaning about the mail-order businesses, when, for the most part, the American motorcycle dealerships aren't in-the-know about motocross, personable, on-the-ball, or ready to do business against a more aggressive competitor. The mail-order companies, who sell everything including tires, clothing, helmets, boots, levers, pistons, goggles and stock OEM parts, are only successful with the riders who haven't had their needs met by their friendly local dealer. If there are a lot of people ordering through the mail, the effect can be traced to a cause—dealer apathy.

So as the buying season approaches, *Motocross Action* recommends that you go down to your friendly local dealer and buy the goodies that you desire. If you have a good dealer he'll take care of you. We know that because we know some great dealers who get our business. But if your local dealer doesn't stock the things you need, isn't inclined to go out of his way for you, or is too busy selling saddlebags to a tourer—let your fingers do the walking through the *MXA* monthly buyer's guide of motocross accessories. What could be fairer for everybody? ☐

Jody's Box

By Jody Weisel

☐ "My brother says that you're a jerk!" said the kid as I waited behind the starting line for my moto.

"Who's your brother?" I asked inquisitively. I didn't really care who he was, but I am trying to compile a list of names just in case I ever become the director of the CIA, a Mafia don, President of the United States or someone extremely powerful.

"You don't know him. He's just a 125 Novice," said the kid. "But he says that you are a dirty rider."

I hear that a lot, but I've never thought of myself that way. I prefer to say that I hold my line if I'm leading and try to take the leader's line if I'm following. Some people might call that dirty riding. I know I would if somebody did it to me.

"My brother says that someday he's going to beat you."

"You never know," I answered. "I've been beaten by faster guys than your brother and I've been beaten by slower ones. It would be a lie if I said that your brother couldn't beat me in a thousand years because by then we'd both be too old to ride."

"He also said you were a sarcastic smart aleck."

"What does your brother do in his spare time—go through my garbage cans?" I asked sarcastically.

"He says that all you hot-shot guys get too much money, never have to pay for anything, are kow-towed to, get free leathers and don't know what it's like to be a regular guy." The kid was looking at my new factory-prepped bike, eying my new Troy Lee Helmet, ogling the $100 electric goggles that were dangling from the handlebars and pointing at my Sinisalo SCD pants.

"You know, kid," I said, "no matter how many pairs of pants I have I can only wear one at a time. You aren't going to feel sorry for me, but I promise you that I'd rather ride the same bike every week instead of having to test different ones at each race. There are good ones and bad ones, and I don't have a choice about what I ride. I may not seem like a regular guy to your brother, but back when your brother was just a dot on the Tidy-Didy Diaper route I was a wild-riding kid from Texas trying to make a name for myself. I have raced junk heaps your brother wouldn't park next to in the pits."

"My brother met Bob Hannah once and he said he was a jerk, too," said the kid. "Is that true?"

"Bob's mother likes him."

"What about Jeff Ward?" he asked.

"I like him."

"My brother says he's conceited."

"He's just quiet," I answered.

"Rick Johnson?" he asked curiously.

"He's not quiet."

"My brother says that you think you're too good to talk to anyone," retorted the kid, "and that you only hang out with other snobs."

"I'm talking to you, aren't I?" I answered. "I just keep to myself."

I thought about what the kid was saying to me, and in lots of ways there was more than a little truth in his brother's assessment of my lot in life. I don't talk to people if I can help it, and when I do I tend to be sarcastic, even caustic. It's more of a shield to protect my privacy. It isn't easy to go through life with everybody knowing your name, your life history and having some opinion about what kind of person you ought to be. I don't want to disappoint people who think I should be funny all the time. So I withdraw. It is a defense measure, but it often seems like snobbery.

As far as being a dirty rider—it could well be true. I'm not the fastest rider in my class, and to beat the riders that I race against I have to compensate for my lack of blazing speed with determination, stick-to-itiveness and aggressiveness. I want to win and in the heat of battle I'm willing to do whatever it takes. It's not malicious—just tactical.

But the kid was striking a raw nerve. I pushed my bike up to the gate figuring that the kid would walk away, but he followed me. I kicked the dirt out from under the rear wheel and threw a leg over the saddle. "My brother says that he never reads your column in *MXA*. He says it's stupid," said the kid as he brushed the dirt out of the starting gate groove.

"Taste often takes years to develop," I answered.

"Is that sarcasm?" asked the kid.

"Look kid," I said. "If I'm a jerk, a dirty rider, an egomaniac, a snob and a sarcastic twit, why don't you go talk to somebody nicer than me?"

"I came over to get your autograph," said the kid.

"Given your low opinion of me, what would you want my autograph for?"

"Oh, I don't," he said. "It's for my brother." ☐

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Dirt

☐ It looks like the '89 500 Grand Prix wars will be fielding one of the **strongest assaults** by privateers ever. After an unsuccessful attempt to be the first rider to win a title in each displacement class, Belgium's Georges Jobe will be leaving the 125 class and returning to the big-bores on a private Honda. Now that Yamaha has decided to disband their factory team along with the ultra-trick YZM 500, Frenchman Jacky Vimond also will be aboard a private Honda. Rumors have him trying to ink a deal with Benneton Clothes, which also sponsors a major Formula One car racing effort.

☐☐☐

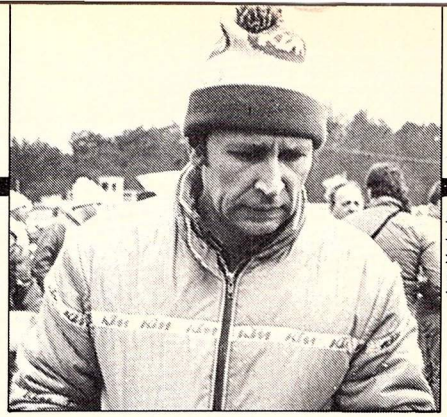
Following years of inactivity and **low visibility involvement**, Suzuki is returning to the Grand Prix circuit in a big way. Still without an Open-class bike (though, like Yamaha, they may try a big-bore kit for their 250), the yellow team will be both directly and indirectly sponsoring big-name riders in the 125 and 250 classes. The big news in the 125 class is the signing of Davey Strijbos, who finished second behind Jean-Michel Bayle in '88. Joining Strijbos will be Dutch sensation Pedro Tragter, Mario Puzar and three-time World Champion Harry Everts' son, Stefan. In the 250 class Chesterfield's Rodney Smith returns along with the UK's Herron team of Jem Whatley and ex-Yamaha rider Rob Herring.

☐☐☐

One of Finland's top **Grand Prix** stars, Mika Kouki, has announced his retirement from racing after aggravating an old wrist injury. The former Yamaha pilot will still be involved with racing in a job with an apparel company.

☐☐☐

With the demise of Yamaha's 500 class factory effort, former teamster Kurt Ljungqvist will now be riding for the Yamaha importer in Finland on a 250 with an **Ohlins big-bore kit**. "It's just like riding a 250 but with more horsepower," said the husky Finn. "The powerband isn't as rough as the YZM was—which almost had too much power. Though the YZM wasn't hard to ride, it needed a fifth gear. It was really a nice bike to ride, very stable and it had good suspension—you just had to have careful throttle control! I haven't raced the 360 yet so I'm not sure what kind of starts I'll be able to get. At the Motocross des Nations there were 250 riders who still beat the 500s to the first turn. With the 250 gearbox we might be able to use Yamaha's new wide-ratio gearbox—I'm excited about racing the bike."



Luc Verbeke

The major: Guennady Moiseev, former 250 World Champion, is now functioning as the Russian team manager. The Russians have presented a very low profile on the Grand Prix circuit for the last five years. Maybe Glastnost will get them racing seriously again.

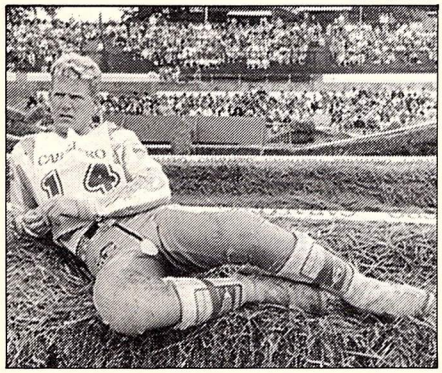
☐☐☐

Speaking of Ohlins, the **hot rumor** at the Paris Supercross is that the innovative suspension company is currently working on a shock for the Yamaha 360 that's all-electronic. There will be no shims to displace the oil; rather, there will be small orifices like those in a camera that can be pre-programmed and, possibly, battery-operated.

☐☐☐

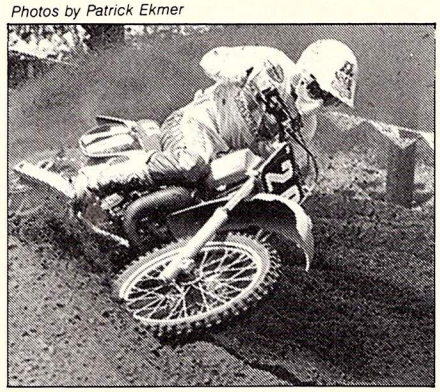
YANKS IN EUROPE FOR '89

Luc Verbeke

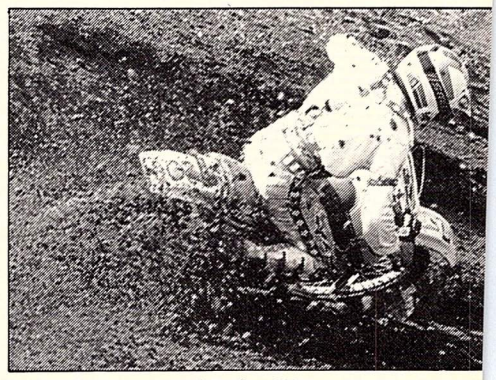


Broc Glover: 250 GPs for KTM.

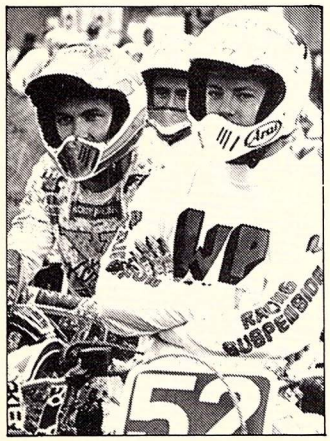
Photos by Patrick Ekmer



Rick Ryan: 250 GPs for KTM.

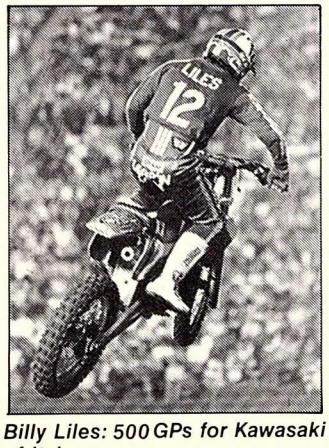


Bobby Moore: 125 GPs for KTM.

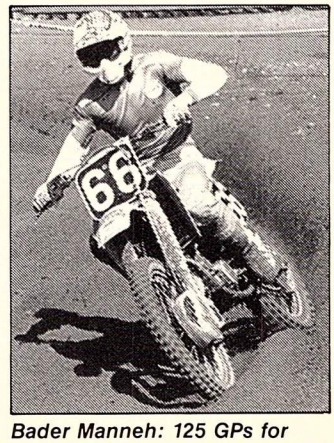


Mike Healey: 125 GPs for KTM.

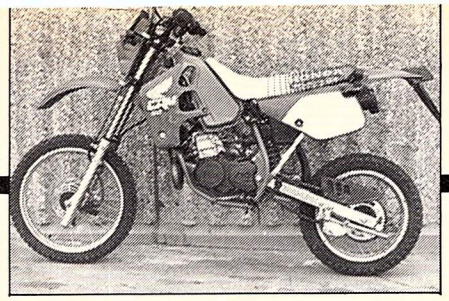
Rodney Smith: 250 GPs for Chesterfield.



Billy Liles: 500 GPs for Kawasaki of Italy.



Bader Manneh: 125 GPs for private Italian team.



Little CR: With Yamaha taking the development of the inexpensive DT-50 seriously, we caught a glimpse of a 50cc Honda off-road bike. The CRM50 isn't sold in the United States, but could easily be brought in to produce instant competition for Yamaha in the entry-level bike market.

1988 NATIONAL CHAMPIONS FROM AROUND THE WORLD

	125	*250*	*500*
Austria	Karl Sulzer	Karl Sulzer	Karl Sulzer
Belgium	Georges Jobe	Peter Dirkx	Eric Geboers
Denmark	Kim Kjaer	Soren Mortenson	Ole Svendsen
Germany	Harald Ott	Roland Diepold	Didi Lacher
England	Mark Banks	Andy Nicholls	Kurt Nicoll
Holland	Pedro Tragter	Gert-Jan Van Doorn	Kees Van Der Ven
Sweden	Dick Pettersson	Jorgen Nilsson	Stefan Larsson
USA	George Holland	Jeff Ward	Rick Johnson

BYE—BYE 125

GEORGES JOBE

• ***MXA:*** *Now that the season is over, how do you assess your attempt to be the first rider to win a title in each class by moving to the 125 class from the 500s?*

Georges Jobe: The 125s were a disaster! I still think that it was a good experience because I learned a lot of new riding techniques. After two to three years on a 500 you lose your aggressiveness and now I've relearned how to be aggressive, which I think will make me faster on a 500.

MXA: *You're famous for being the first privateer to win a World Championship. Did your poor results in the 125 class hurt in attracting sponsors?*

Jobe: Not at all. I got a lot of publicity being the 500 Champion and going to the 125 class. Everybody was always following my results, so even though they weren't good results my sponsors and I still got good promotions.

MXA: *How do you feel about returning to the 500 class for '89?*

Jobe: I'm very motivated. One year of bad results can make a rider very hungry, and for me, I especially want to beat the factories. Honda doesn't want to help me so I plan to show them what I can do. I'll be working with Pro-Circuit this year along with my other sponsors. I'm really confident that we can be successful.

MXA: *What do you think about the trend of making the 250 class the premier class to race?*

Jobe: The 500 will always be the king of the sport; all the big names are in the 500 class. Bayle and Van de Berk are still not that popular, but Vimond, Geboers and Thorpe are big names. If people have to choose, they will pick the 500s to watch. There's still a lot of factory support, and though five guys can win the title, there's ten riders who can win a race.

MXA: *What do you think about Jean-Michel Bayle going to America to race the Supercross series?*

Jobe: It's good for him, the sport—everything. The Americans won't like it, because he'll be stealing their bread, but that's good, too. In America the results always read the same week after week. It gets boring and he can change that. Like having Damon Bradshaw win the Supercross in Japan, you need something different to keep up the interest. •

LONG-DISTANCE CALL

LARRY BROOKS FROM GENEVA

• ***MXA:*** *Hello Larry, is that you?*

Larry Brooks: Yeah, I'm sitting in my hotel room in Geneva, waiting to go race the Supercross.

MXA: *So what have you been doing?*

Larry: A bunch of us [Guy and Jayna Cooper, Mike Craig, Chicken, Jeff Stanton and Roger DeCoster] just came back from skiing in Zermatt, we had a great time. Jeff Stanton is the biggest psycho on skis! He goes wide-open down the slopes and then just throws himself on the ground. We got into a jumping contest and I crashed really hard. You should see Roger DeCoster, he shreds on skis. As soon as I get home I'm going to buy a new ski package—none of us had ever done it before.

MXA: *How do you like Europe?*

Larry: Zermatt is totally cool. They don't allow any cars in the city so there's only electric carts and horse-drawn carriages. When there's something to do I have a lot of fun. It's a whole different world over here, and even doing the simplest things is an adventure. At first I didn't think I'd have a good time, but I'm really glad I came.

MXA: *Have you been spending a lot of money?*

Larry: The day after the Paris Supercross we went shopping, but I didn't buy anything. I bought some Swiss army knives here, and Chicken and Stanton and I got sponsored for about $900 worth of Seiko watches from the local distributor. We saw these cool watches in the window for $300 each. We went in and ended up having a meeting with the president of the company. He gave each of us a watch and all we had to do was run some stickers on our bike for the two nights of racing. Cool, huh? •

OVER THERE

BROC GLOVER

• ***MXA:*** *Broc, you've had an incredibly successful career in America in both racing and financial terms. Why are you going to Europe to race KTMs in the Grand Prix?*

Broc Glover: It's just a new challenge and I wasn't sure what kind of program I could get back in the States. I could've quit, but now I'll always be able to say that I raced the GP circuit, that I saw Europe and there aren't that many Americans who can say that. I couldn't do it when I was 21, but now that I'm 28 it should be interesting. Besides, motocross is different over here. It's good in the States, but after so many years I really needed a change. KTM approached me last July and talked to me about designing a whole bike for them. They'll build whatever I want, there's no production rules or telephone calls to Japan to limit our development.

MXA: *What are some of your thoughts on looking back at your career in America?*

Broc: I think about the loyalty situation. I always thought that it couldn't happen to me, that I wouldn't get canned like I did from Yamaha. This year [1989] would've been my 13th year riding for Yamaha, and during that time I got a lot of other offers, but I always stayed on. In 1988 I ended up being the top-placing Yamaha rider—the only one to win a race—but business is business, I guess, and loyalty is nothing.

MXA: *How do you think it will work out for you in Europe?*

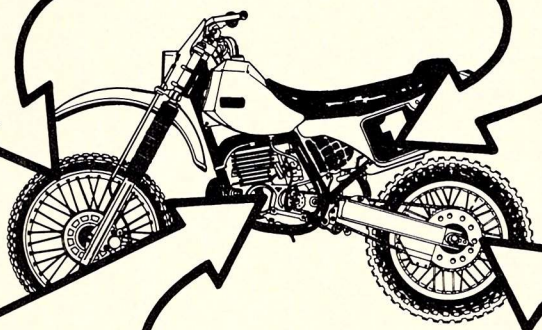
Broc: The most important thing is that you have to convert more to be successful here. I'll have my own house in Belgium with my own food and a manager who takes care of me and all the information I need to know. If I can finish in the top three I'll be really happy. I like it over here. The culture is different and really opens your mind. I've been trying to explain the historical significance to some of the younger American riders, because they shouldn't freak out. It's different—there's not a law for everything, or a lawsuit for every other thing. It will be an exciting year! •

SOLUTIONS, NOT PROBLEMS.

The Outside Story from PJ1.

PROBLEM: "Rubber, Vinyl or Leather Cracking."
SOLUTION: Renew & Protect from PJ1. Don't trust your bike to so-called "big name brands" that leave greasy films and actually accelerate drying as they evaporate. Look for PJ1's Renew & Protect, a silicone based spray that conditions and moisturizes rubber, plastic, vinyl—even leather boots!

PROBLEM: "Dings and Scratches."
SOLUTION: PJ1's Fast Black paints! Choose 1400° High Temp Flat Black for exhaust systems; 500° Satin Finish case paint; 500° Wrinkle Finish texture coat; or high wear, High Gloss black porcelain hard epoxy paint. Find out why thousands of motorcyclists say, "Thanks, PJ. Beautiful job!"



PROBLEM: "Oily Engine."
SOLUTION: PJ1's heavy-duty degreaser, Spray and Wash. Unlike wimpy non-aerosol cleaners, Spray and Wash cuts through the toughest off-road or highway grime. Simply spray it on and hose it off—the deep penetrating formula leaves your engine shiny clean with no chemical residue.

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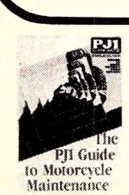

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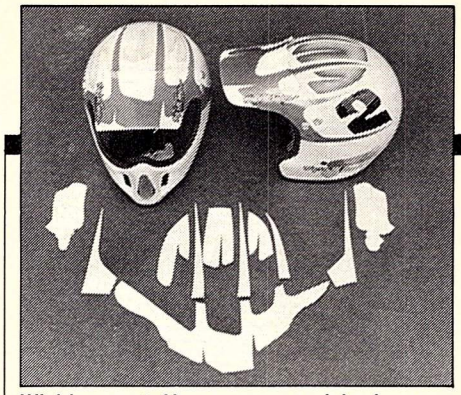

Wishing post: Have you ever wished you could have a custom-painted helmet just like Jeff Ward and all the stars? Can't afford it? No problem. Troy Lee offers a nifty multi-colored sticker kit that comes complete with a Troy Lee Aero-2 visor. Retailing for $32, the Sticky Colors kit comes in fluorescent green, pink and orange. For more info call (714) 371-5219.

Tea leaf: Torlief Hansson, former factory Husqvarna and Kawasaki GP rider, came out to race at Perris Raceway over the winter. Hansson, who is 40, was amazingly fast. He lives in Sweden and works as an engineer.

HONDA/SHOWA FORK RECALL

HOW TO GET A FACTORY REVALVE FOR FREE

• In a shocking move, American Honda has recalled all 1989 Honda CR250 and CR500 forks. Owners of 1989 CRs have been sent letters asking them to return the bikes to their local dealers to get the stock Showa 45mm upside-down forks completely rebuilt. Honda dealers will be replacing the damper rod assemblies with new (totally revalved) units. There is no cost for this service and Honda should be applauded for their willingness to spend an estimated half-million dollars to provide Honda riders with better fork valving. Most riders have complained of midstroke harshness and light rebound, and the *MXA* test crew spent additional time testing with Roger DeCoster and Team Honda this winter on different fork setups, but most people expected a bulletin or

Dirt

hop-up sheet—not a fork recall!

In the past, companies that have had trouble with a given part or system have simply closed their eyes and let the buyer suffer. Honda's open attitude is done largely to preserve the reputation of Honda CR models as the best bikes made. There are no reliability or design flaws that make the CR forks dangerous—the recall is simply to upgrade the fork valving for better performance. As a side note, Kawasaki revalved all of its 1989 KX forks this year also (but it was done while the bikes were still in the crates). Revalving in the warehouse or production line is equally admirable, but not as embarrassing as recalling thousands of bikes (and paying the dealers to do the work).

If you bought a 1989 CR250 or CR500 and have not received a recall letter check with your friendly local Honda dealer. •

CONTEST WINNERS!

GOLD MEDALS AWARDED IN *MXA* ISDT CONTEST

• If you have been waiting for the results of the International Six-Day Trivia contest, wait no more. For those of you who don't have a very good memory the *MXA* ISDT contest (October '88 *MXA*) was a bureaucratic nightmare of rules and regulations. The answers to a series of questions had to be answered correctly, and mailed at the precise moment over a six-day period. Every rider who made it through the six-day contest with all the answers correct was then subject to a Special Test section (a drawing). All 50 winners will be notified by mail. The correct answers are as follows:

Day One: 1. Micky Dymond 2. Johnny O'Mara 3. Broc Glover 4. Danny Magoo Chandler 5. Rick Johnson 6. Keith Turpin.

Day Two: 1. Steve Wise 2. Wyman Priddy 3. Pete Syilagyi, Syalgai, Sylvaagi . . . forget it 4. John Lightbrown Lancione 5. Gary Jones (Ammex, Jones-Islo or Islo).

Day Three: 1. Heinz Kinigadner 2. Hakan Andersson 3. Eric Geboers 4. Bobby Moore 5. Georges Jobe.

Day Four: 1. Roy Turner 2. Keith McCarty 3. Dan White 4. Mitch Payton 5. Dave Arnold.

Day Five: 1. John DeSoto 2. Jim Pomeroy 3. Danny LaPorte (1982 250 World Champion) 4. Kent Howerton and Bruce Penhall 5. Brad Lackey 6. Sidewinder One 7. Tony and Pete Wanket.

Day Six: 1. Maico (Germany), Husqvarna (Sweden), KTM (Austria) and Can-Am (Canada). 2. David Bailey, Johnny O'Mara, Danny Magoo Chandler and Jim Gibson. • □

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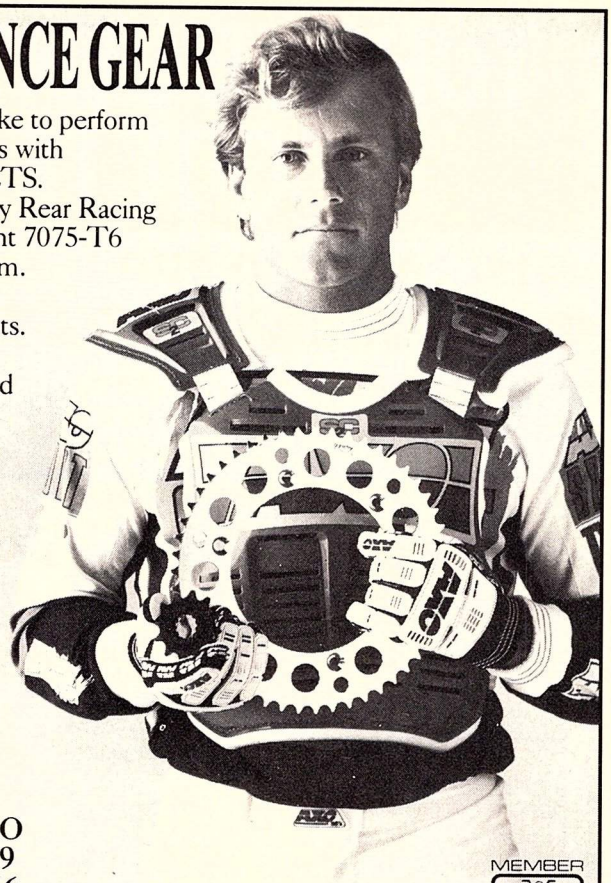

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Mail Entries

Motocross: **Eddie Lawson** of the United States ensured his third world championship title after placing second in the Czechoslovak Grand Prix at Brno in the 500cc category on a Yamaha.

Lawson's lead with 232 points in the standings ensures him the world title.

Briefly: **Teata Semiz** of Wanaque, N.J., was the leader after the first round of the PBA's $75,000 Columbia 300 Senior Open in San Antonio. He had a pinfall of 1,285 after six games.

MOTOCROSSING EDDIE?

Dear *MXA*,

A few months ago a reader from Michigan complained about the lack of motocross in local newspapers. Well, here's a little article to disclaim that statement. "Boy, Eddie sure must be a gifted rider to manhandle that road racer around a motocross GP course. These people should have known that real motocrossers get their info straight from the source, *Motocross Action*!!!"

Cooter #373
Detroit, MI

P.S. How's Tony D. doing?

(Tony DiStefano, three-time 250 National Champion, is recovering nicely from his injuries and will be teaching a full schedule of motocross schools this summer. For more info contact Tony D Motocross Schools at (717) 454-1973.)

SHOCK BLOWOUT

Dear *MXA*,

Your magazine is by far the best around. Everything is done very well. The articles, pictures and race coverage are excellent, although I would personally like to see more race coverage. I have a new 1989 Honda CR500 with approximately six hours of time on it. After my fourth ride on the bike the rear shock blew out, losing all the oil. I was wondering if *Motocross Action* has had this problem with their CR500, or if you've heard of anyone else having this same problem. If not, you might want to keep a close eye on the rear shock, and if a cure for this problem comes up, maybe you guys could print it so us readers would know. Thanks for any help.

Scott Santmyers
Centerport, NY

(Scott, we have not suffered any shock failures on our CR500, nor do we think that it is a common problem on a new bike. Sorry.)

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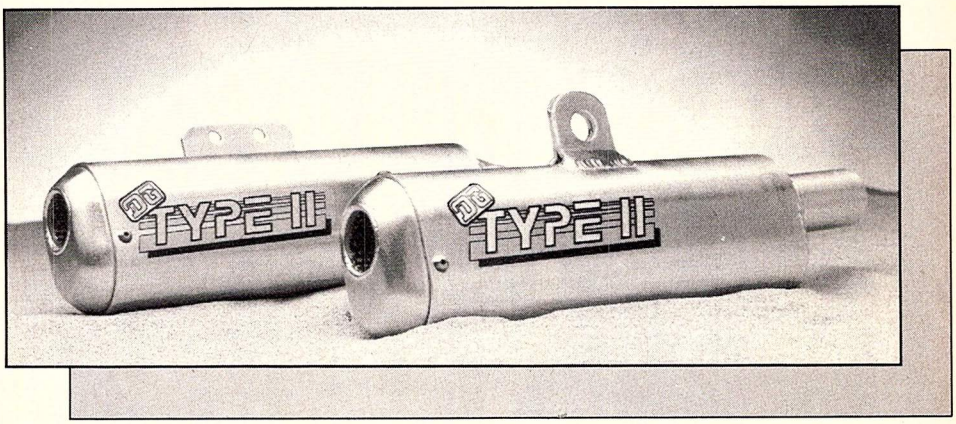
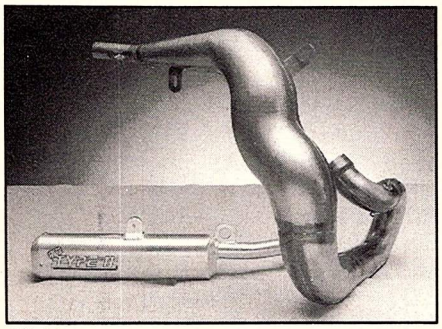
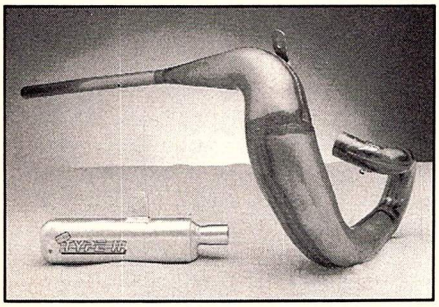




CR500

RM250



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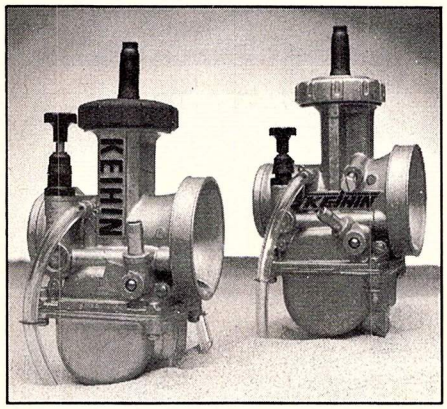

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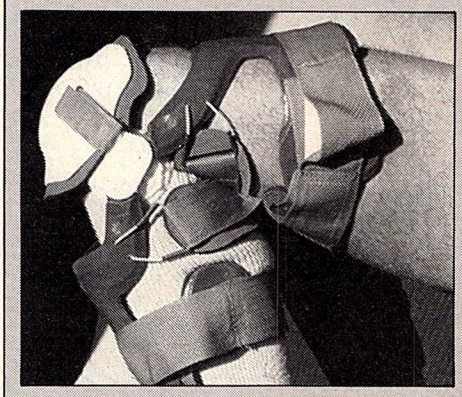

KNEE KNOWLEDGE

Dear *MXA,*

In the November '88 issue there was a photo of a knee brace made by CTI on page 100. There was no address to place an order for it or to get information about the brace. Would you be so kind as to print the address of the makers of that knee brace? Thank you for your time and cooperation.

Greg Holbert
Auburn, NY

(Greg, the CTI knee brace is manufactured by Innovation Sports and is one of the most recommended knee braces in motocross. You can get in contact with them by writing to Innovation Sports, 7 Chrysler, Irvine, CA 92718, or contact them by phone at (714) 859-4407. We hope this information is helpful, you're welcome.)

UPHILL TURNS & FOULED PLUGS

Dear *MXA,*

I am the proud owner of an '86 Yamaha YZ125. I've been having problems with the spark plug fouling a lot lately. Do you have any suggestions on how to stop plugs from fouling? My next question is about uphills with turns; when I have to make a left-hand turn on an uphill I usually fall over to the downhill side. How can I make this turn without falling over? Last but not least, whatever happened to mini racer Jimmy Button? I saw him at the 1987 Trans-Cal series but haven't heard too much about him lately. Is he still racing motocross?

Anthony Capra
Northridge, CA

(Anthony, if your bike is properly jetted, the pre-mix is ratioed correctly and your air filter is clean, you should not suffer plug fouling on your YZ125. Honda owners seem to be the recipients of plug fouling nowadays. As for your second question, most riders are able to make better turns to the left than to the right. It has something to do with hand/eye coordination and the fact that the brake pedal is accessible in left-hand turns. Unless we saw you

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CR80	1980-88	$20.76
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CR125	1985-88	36.88
CR250	1981-85	48.32
CR250	1981-83 O.S.	40.64
CR250	1986-88	40.64
CR500	1984-88	62.44

RINGS

CR80	1980-81,86-88	$ 7.83
CR80	1982-84 STD.	14.47
CR80	1982-84 O.S.	15.40
CR80	1985	15.70
CR125	1981-85	15.77
CR125	1986-88	8.80
CR250	1981-88	19.34
CR500	1984-88	23.20

GASKET SETS

CR80	1980-82	$ 9.19
CR80	1983-85	14.64
CR80	1986-88	13.62
CR125	1981-82	11.94
CR125	1983-84	11.49
CR125	1985	12.65
CR125	1986	15.23
CR125	1987-88	35.99
CR250	1981-82, 84, 86	14.44
CR250	1983, 88	13.62
CR250	1985	15.38
CR250	1987	16.78
CR500	1984, 85	14.36
CR500	1986	15.24
CR500	1987	17.26
CR500	1988	25.88

CRANK ASSY.

CR80	1980-82	$100.73
CR80	1983-88	86.85
CR125	1981-85	108.33
CR125	1986-88	107.24
CR250	1981	179.51
CR250	1982	192.48
CR250	1983-88	164.72
CR500	1984-88	164.72

CLUTCH PLATES/FIBER (Each)

CR80	1980-82	$ 3.36
CR80	1983-88	6.86
CR125	1981	3.36
CR125	1982, 87, 88	6.86
CR125	1983-86	5.32
CR250	1981, 83-88	5.32
CR250	1982	6.86
CR500	1984-88	5.32

CLUTCH PLATES/METAL (Each)

CR80	1980-83, 87-88	$ 3.07
CR80	1984-86	3.56
CR125	1981	3.82
CR125	1982-88	5.38
CR250	1981	5.47
CR250	1982-88	5.69
CR500	1984-88	5.69

FRONT BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-85	$ 6.52
CR80	1986-88	21.42
CR125	1981	10.84
CR125	1982-83	12.96
CR125	1984-88	21.44
CR250	1981	10.84
CR250	1982-83	6.48
CR250	1984-88	21.44
CR500	1984-88	21.44

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CR80	1980-84	$ 6.52
CR80	1985-88	8.64
CR125	1981-82	10.84
CR125	1983-86	12.96
CR125	1987-88	21.44
CR250	1981-82	10.84
CR250	1983	6.48
CR250	1984-86	12.96
CR250	1987-88	21.44
CR500	1984-86	12.96
CR500	1987-88	21.44

SWING ARM BEARINGS (Each)

CR80	1980-81	$ 6.05
CR80	1982-85	9.85
CR80	1986-88	8.20
CR125	1981-85	9.08
CR125	1986-88	6.84
CR250	1981-85	9.08
CR250	1986, 87	6.84
CR250	1988	7.65
CR500	1984-85	9.08
CR500	1986-88	6.84

SWING ARM SPACERS (Each)

CR80	1980-88	$ 9.60
CR125	1981	12.25
CR125	1982-84	8.80
CR125	1985-88	9.50
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CR80	1983-88	6.60
CR125	1981, 82	11.30
CR125	1983-88	6.60
CR250	1981, 82	11.30
CR250	1983-88	6.60
CR500	1984-88	6.60

CLUTCH LEVERS

CR80	1980, 81	$ 3.76
CR80	1982-88	6.60
CR125	1981	6.60
CR125	1982	11.40
CR125	1983-88	6.60
CR250	1981	6.60
CR250	1982	11.40
CR250	1983-88	6.60
CR500	1984-88	6.60

REAR BRAKE PEDAL

CR80	1980-82	$19.06
CR80	1983-88	10.95
CR125	1981-82	31.28
CR125	1983-88	43.43
CR250	1981	44.30
CR250	1982	49.28
CR250	1983	43.43
CR250	1984	40.44
CR250	1985-88	40.44
CR500	1984-88	40.44

SHIFT LEVERS

CR80	1980, 81	$12.04
CR80	1982	14.12
CR80	1983-88	22.20
CR125	1981, 82	28.68
CR125	1983-88	31.88
CR250	1981, 82	53.32
CR250	1983	31.88
CR250	1984-87	28.68
CR250	1988	29.64
CR500	1984-88	29.64

HANDLE BARS

CR80	1980, 81	$28.45
CR80	1982-84, 86-88	24.15
CR80	1985	22.76
CR125	1981	45.78
CR125	1982, 83	32.35
CR125	1984	34.77
CR125	1985-88	29.51
CR250	1981	44.10
CR250	1982, 83	32.35
CR250	1984	34.77
CR250	1985-87	29.51
CR250	1988	27.42
CR500	1984	34.77
CR500	1985	29.51
CR500	1988	27.42

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CR80	1980, 81	$ 4.84
CR80	1982-88	10.56
CR125	1981, 82	6.68
CR125	1983-88	11.48
CR250	1981, 82	6.20
CR250	1983-88	10.68
CR500	1984-87	10.68
CR500	1988	11.48

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CR80	1980, 81	$ 6.26
CR80	1982	7.86
CR80	1983-85	6.66
CR80	1986-88	7.36
CR125	1981-84	7.86
CR125	1985	7.12
CR125	1986-88	7.36
CR250	1981	8.78
CR250	1982	7.86
CR250	1983, 84	8.78
CR250	1985-88	7.36
CR500	1984	8.78
CR500	1985-88	7.36

CLUTCH CABLES

CR80	1980-82	$ 7.86
CR80	1983-88	6.32
CR125	1981-84	9.04
CR125	1985-88	7.80
CR250	1981, 84	9.04
CR250	1982	8.92
CR250	1983	8.40
CR250	1985-88	6.98
CR500	1984	8.06
CR500	1985-88	6.98

AIR FILTERS

CR80	1980, 81	$ 8.50
CR80	1982, 83, 85-88	19.51
CR80	1984	24.18
CR125	1981	19.[illegible]
CR125	1982-84	18.76
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CR250	1981, 82	19.68
CR250	1983, 84	18.76
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Roy Turner, Manager of Team Kawasaki says: *"If any thing is responsible for Lechien's new found speed, endurance and consistency in 1988 - it's the CAPS program."*

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Mail Entries

fall down the hill a few times we couldn't speculate on what your problem might be. Jimmy Button has grown out of the mini ranks and is currently one of the up-and-coming stars in the 125 class. The Arizona rider recently won the 125 Intermediate class at the 1988 Trans-Cal series.)

A LESS-THAN-TOLERANT RESPONSE

Dear *MXA*,

This is in response to Michel Rigdon's letter complaining about today's riding gear having "the manufacturer's name, logo or some phrase all over the sides and back." Rigdon said that he had to take a razor to his new leathers to remove the AXO logo. I can probably suggest some riding gear that has no logos and would suit him perfectly. How about a pair of lace-up workman's boots, Levi bluejeans and a Fruit-Of-The-Loom T-shirt? Of course, he may still have to cut off the tag in his BVDs but hey, that's life in the '80s.

Eddy Henczel
Vernon, Canada

BRAVO, RICK!

Dear *MXA*,

I know that *MXA* receives a lot of mail about Ricky Johnson all the time, but this one is a little different. After reading Ricky's October interview I was very surprised to learn about his newfound faith in God. I'm 19 and became a Christian 10 months ago on the campus of the University of Arizona. Most people who are rich and famous don't have time for God or a Christian lifestyle. Why should they when they already have everything, right? Fortunately for Ricky, fame and fortune hasn't become his pinnacle in life. He has found something that is far more precious—a new life in Jesus Christ. I remember meeting Ricky at the '86 Phoenix Supercross before and after he had won the title. His attitude was like a friend's when he gave me his autograph before the race, and at worst modest when he came back into the pits after winning and giving an interview for *Motoworld*. Hopefully, he'll be a spark in the interest of what being a Christian is all about. His testimony showed at Phoenix. Being a "Jesus freak" isn't wearing a three-piece suit and carrying a bible everywhere. It's a personal relationship with God, no matter who you are or what you have been. There are many Christian athletes out there, like Mike Singletary of the Chicago Bears and Barry Sanders who recently won the Heisman Trophy. Ricky can be added to that list without shame or embarrassment. Best of luck to Ricky in the '89 season.

Ty Taoka
Tucson, AZ □

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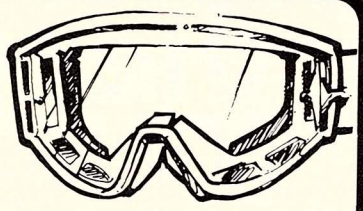

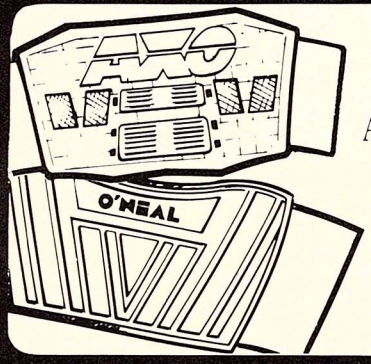

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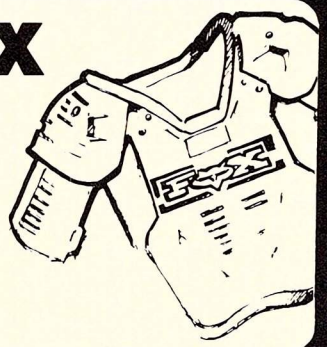

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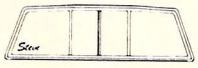

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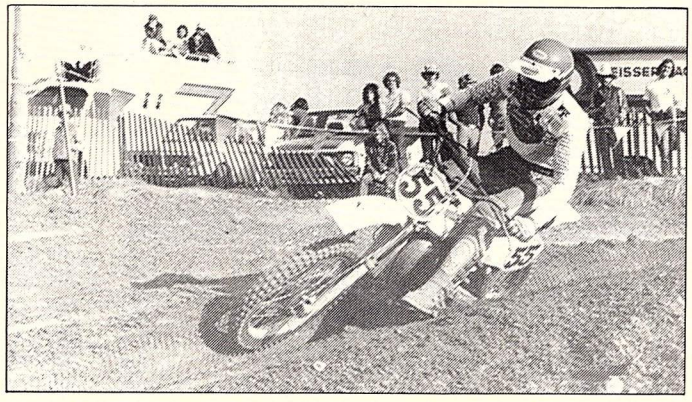
Ask the MXperts

Setting up your new bike's suspension



◄ One of the family: Clark Jones is no stranger to the suspension requirements of motocross. Clark was a top privateer in the late '70s and early '80s, a long-time test rider for MXA and a Yamaha suspension technician. He now runs Noleen Racing, the Simons/Ohlins suspension hop-up shop.

☐ The *MXA* wrecking crew is a most fortunate group of racers. Each year we get the latest and greatest in bikes and equipment to play with and it doesn't cost us a penny. We are also fortunate in that we are based in sunny southern California, the heart of the motorcycle industry, where we have access to all the industry experts. This is especially important, because we are always racing bikes so new that the manuals haven't been printed yet.

Thus when it came time to set up the suspension on our new scoots we decided it was better to let a qualified individual handle the task. We contacted Noleen Racing's Clark Jones. Clark is a former top National rider, and was a long-time suspension technician for Yamaha. Clark got our bikes squared away, and then set us straight on how to set them up ourselves. Here is what

MXA: *Clark, where should you start when you are setting up suspension?*

Clark Jones: The first thing that I would recommend would be to grease all the linkages and swingarm pivots. The factories try to save money and don't use a whole lot of grease, and it isn't the highest quality, either. Next, find out what the manufacturer recommends for settings as far as compression and rebound, and set the clickers at those settings. The next step would be to set the ride height.

MXA: *Tell us what that does, and how it is done.*

Clark: First find out what is the recommended height. It is usually 100mm, or four inches. What the ride height does is set the spring for your weight, and it sets the head angle so that the bike will steer correctly and won't tank-slap. To do that correctly you need to wear all the gear that you will have on while racing, including knee braces, goggles and so on. The gas tank should also be filled to the height you'll have for the race.

The next step is to place the bike on a stand with the rear wheel off the ground. Measure from the seat bolt to the middle of the axle, then make a note of the measurement. Take the bike off the stand and sit on it in your riding position with your hands on the bars and your feet on the pegs. Have someone repeat the measuring process. The difference in the two measurements should come out to four inches. If it doesn't, you'll need to adjust the preload spacers either in or down if it is over four inches, or out or up if it is under four inches.

MXA: *How do you know if the spring is the correct rate?*

Clark: An easy way to tell if the spring is correct for you is by setting the ride height. Then get off the bike and if it sags about a half-inch the spring is the correct rate. If it doesn't sag and it tops out the spring is too soft, or if it sags more than an inch the rate is too stiff. It sounds backwards, but that is how you can tell.

MXA: *How about with the forks? What adjustments need to be made there as far as setup goes?*

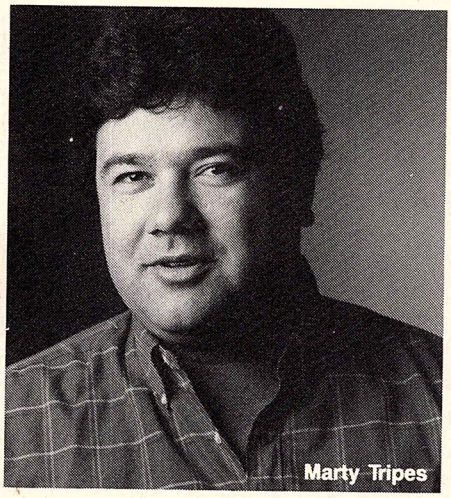
Clark: The first thing to do is set the fork tubes to the recommended height in the clamps. Remember with upside-down forks to tighten the pinch bolts only to the recommended torque, otherwise the sliders will bind in the tubes. After the bike has been ridden for a few hours and the forks have broken in I'd suggest changing the fork oil. At that time you can also set the oil height to the recommended specs.

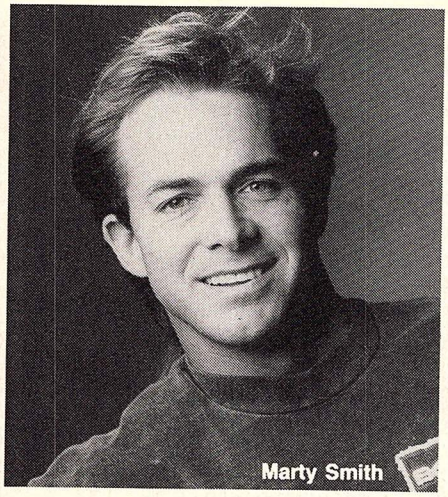
MXA: *How often do you recommend changing the oil in the forks and shock?*

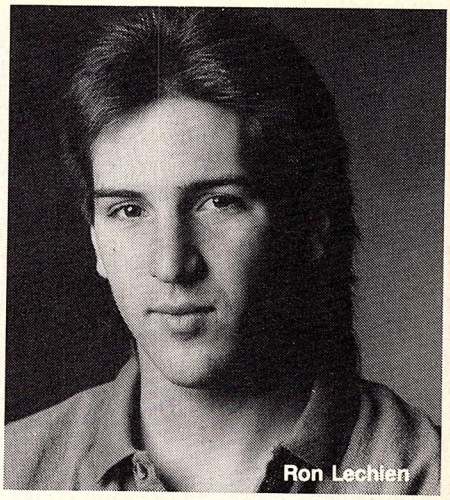
Clark: All the 1989 bikes have shocks with aluminum bodies, which contaminates the oil much faster. I would say that for the average guy he'd need to replace the oil every eight weeks if he is racing two motos a week. Faster guys will need to do it more frequently, as will those who put in a lot of practice time.

Also be sure to use the oil recommended by the manufacturer. And with cartridge forks be sure to use cartridge fork oil, not ordinary fork oil. Using the wrong oil can greatly hinder the performance of both the shock and forks. ☐

WISE GUYS


Marty Tripes


Marty Smith


Ron Lechien

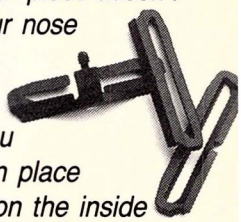
Tripes Talks Dirty!

Marty Tripes is arguably the most awesome natural talent in American Motocross history. His "on the pegs" riding style and apparently effortless bike handling skills endeared him to both fan and foe alike.

Today, Marty is retired from professional motocross racing but still rides and teaches his motocross mastery. And he still relies on JT Racing Products. We asked him to share some of his thoughts on the JT GSX-1™ Goggles.

ON COMFORT AND FIT. *"Talk dirty? (Laugh) Well, I used to be known as the "hard on" rider. I was hard on bikes, hard on gear, and especially hard on team managers! I wish I had had the advantage of today's JT equipment. Especially the GSX-1 goggle. It's the most comfortable goggle I've ever felt. You know, the trick was finding a foam that is comfortable but still tough enough to seal out dirt. JT did it! You're missing out if you settle for less."*

"Ever wear a goggle that feels like a clothespin on your nose? The JT "hinged nose" piece doesn't put pressure on the bridge of your nose so it doesn't restrict breathing."



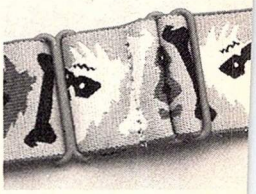
ON THE GOGGLE STRAP. *"The goggle strap self-centers when you adjust it. And your goggles stay in place because of a thin strip of silicon on the inside of the strap. If this doesn't sound important, you're wrong. It's my favorite feature of the goggles."*

ON THE IRIDIAL LENS. *"We didn't have anything this trick when I raced, but the iridial lens is more than trick looking. The mirrored surface seems to filter light so I see better contrasts of the terrain I'm riding."*

ON THE TEAR OFF SYSTEM. *"Man, I used to get so muddy and dirty in those old Trans-AMA rain races. The tear-offs were so bad. I have to laugh when I see some squid with a roll of plastic flapping off his helmet. Or better yet, when a guy reaches up and pulls off six tear-offs at once. It reminds me of the old days. JT's trick 0-7 tear-off system is easy and quick and it works. Time after time, no foul ups. It's trick because it's simple."*

ON JT FACEMASKS. *"JT masks are so tough, we even use them for paintball competitions. I use a FULLSTREAM when I wear an ALS-1™ (open face) helmet and a HALFSTREAM when wearing the ALS-2™. You can switch from one style to the other with no problem. Both masks force air up through the goggle and keep them from fogging. You can really feel the difference."*

Marty uses the GSX-1 Goggles and accessories for all the same reasons you should. The products shown on the next page are only a sample of the many choices you have when you wear JT. Check out the list below and then check them out at your local JT retailer or call us direct at (619) 421-2660.



Goggle Combinations Not Shown: Cyan Goggle with Confetti Strap and Iridial Blue Lens; Hot Pink Goggle with Confetti Strap and Clear Lens; Neon Yellow Goggle with Neon Yellow Strap and Clear Lens; Hot Pink Goggle with BoneHead Strap and Clear Lens; Cyan Blue Goggle with Cyan JT Strap and Clear Lens; White Goggle with Cyan JT Strap and Clear Lens; Hot Pink Goggle with Cyan JT Strap and Clear Lens; Royal Blue Goggle with Cyan JT Strap and Clear Lens; Gray Goggle with Gray JT Strap and Clear Lens; Red Goggle with Red JT Strap and Clear Lens; Black Goggle with Black JT Strap and Clear Lens. Fullstream Facemask Colors Not Shown: Solid Royal Blue; Solid Red; Red/White Combination. Halfstream Facemask Colors Not Shown: Cyan Blue, Neon Yellow, White. GSX-1 ThermaFlex Anti-Fog Double Clear Lens Available With or Without Posts.

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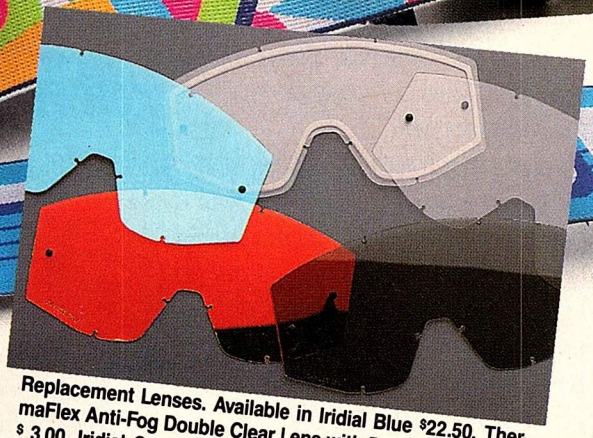
Cyan Goggle with BoneHead Strap and Clear Lens $21.95

Cyan Goggle with Cyan JT Strap and Iridial Orange Lens. $49.95

Hot Pink Goggle with Confetti Strap and Iridial Orange Lens. $49.95

Royal Goggle with Cyan JT Strap and Iridial Blue Lens $49.95



Replacement Lenses. Available in Iridial Blue $22.50, ThermaFlex Anti-Fog Double Clear Lens with Posts $12.95, Clear $ 3.00, Iridial Orange $22.50 and Smoke $3.00.

Halfstream Face Mask. Royal, Red, Hot Pink. $ 4.95

Fullstream Face Mask. Blue/White Combo, Solid Cyan, Solid Neon Yellow, Solid White. $ 7.95

Tear Offs. Package of Ten. $ 4.95

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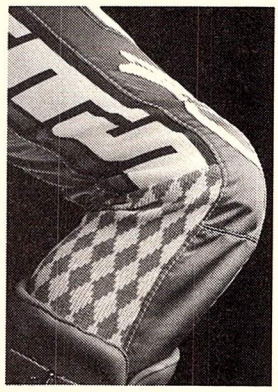
Smith On Looks

Marty Smith knows motocross. He is a 3 time National Champion. He is a winner of World Championship events. He is an experienced professional, riding for the factory teams of Honda, Suzuki and Kawasaki. And today, he conducts private lessons to teach young riders the ropes of motocross.

Marty is a wise guy when it comes to motocross and we asked him to share some of that wisdom with us about the JT clothing he wears.

ON THE CLASSICS™ PANT. *"I began to wear nylon motocross pants back in 1976 when JT started the trend and as far as I'm concerned, they still lead the pack. The new Classics Pant is proof of that."*

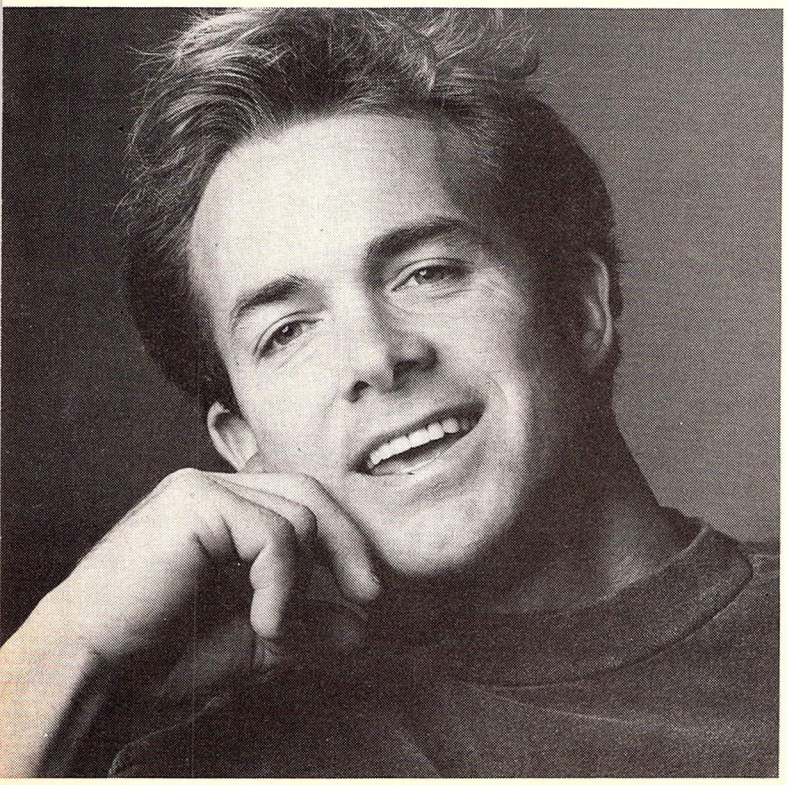


ON LOOKS. *"I'll admit it, the first thing I do when I put on a new pair of pants is look in the mirror. Feeling good about the way you look definitely helps your riding. That's a fact. The Classics stand out on the track. They make you look and feel good."*

ON CONSTRUCTION. *"My JT pants last forever. I just gave a pair that must be ten years old to a friend. Only JT makes pants that last like that. I've seen so many people try to copy the JT pant but they are not even good imitations. That's why I've never switched."*

ON FIT. *"JT uses huge spandex panels so the pant fits just right and the pads stay in place when you move around. JT even sews spandex around the calf so you don't have some zipper irritating your leg. Looks trick."*

ON KNEE/SHIN. *"The hinged knee/shin pads pivot right below your knee. And the Classics have a pocket for the pad sewn in so you just slip the pants on and you're ready to go. It just goes to show that JT doesn't cheap out when they build the Classics. Since JT sews their own pants, they have complete control over the products they make for you."*



ON THE PRO-TOUR JERSEY™ AND STYLE. *"The first time I put on a Pro-Tour I was blown away. The knit collars and cuffs feel great. The jersey is cut large to keep you cool and the padded elbows and shoulders fit great. Just like the pants, they last."*

ON SELECTION. *"Once again, if you feel good, you ride good. JT has plenty of designs to choose from no matter what type of motorcycle you ride."*

Why not find out what a wise guy like Marty Smith already knows. Visit your local motorcycle store or call us direct at (619) 421-2660. Or see it all by sending $3.00 for your copy of our '89 catalog to JT Racing, 515 Otay Valley Road, Chula Vista, CA 92011.

Pro Tour Jerseys Not Shown: Red Billboard; Red Splash; Red Motocross des Nations, Red Stroke; Red Shadow; Cyan Stroke; Cyan Motocross des Nations. Custom Lettering Also Available for Jerseys: 3" Letters, 8" and 11" Numbers. Sponsor Logos Also Available for Jerseys. JT Classics Pants Not Shown: White and Cyan; White and Red; All Cyan; Red BoneHead; White and Teal; Lime and Cyan; White and Hot Pink. Custom Lettering Also Available for Classics Pants: Name Down Leg; Name Down Leg Rear; Name on Rear (10 letter limit); Name on Front (4 letter limit).

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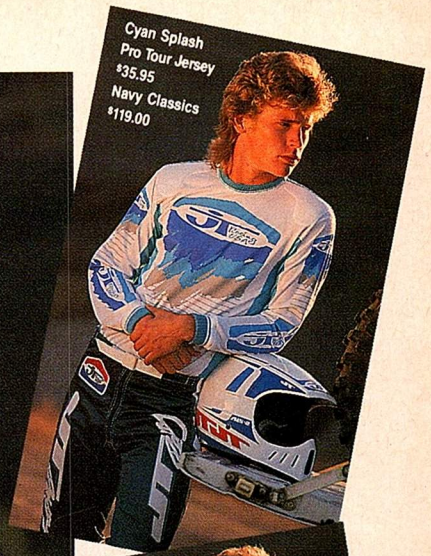
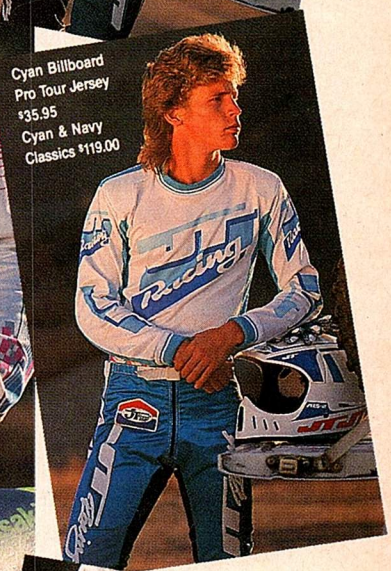
BoneHead Classics Pants $119.00

Shadow Pro Tour Jersey (Cyan & White) $35.95
Pink & Cyan Classics Pants $119.00



Cyan Splash Pro Tour Jersey $35.95
Navy Classics $119.00



Cyan Billboard Pro Tour Jersey $35.95
Cyan & Navy Classics $119.00

Double Action K-Belts: Red JT, Blue JT & BoneHead $31.95

JT Racing USA

515 Otay Valley Road
Chula Vista, CA 92011
(619) 421-2660

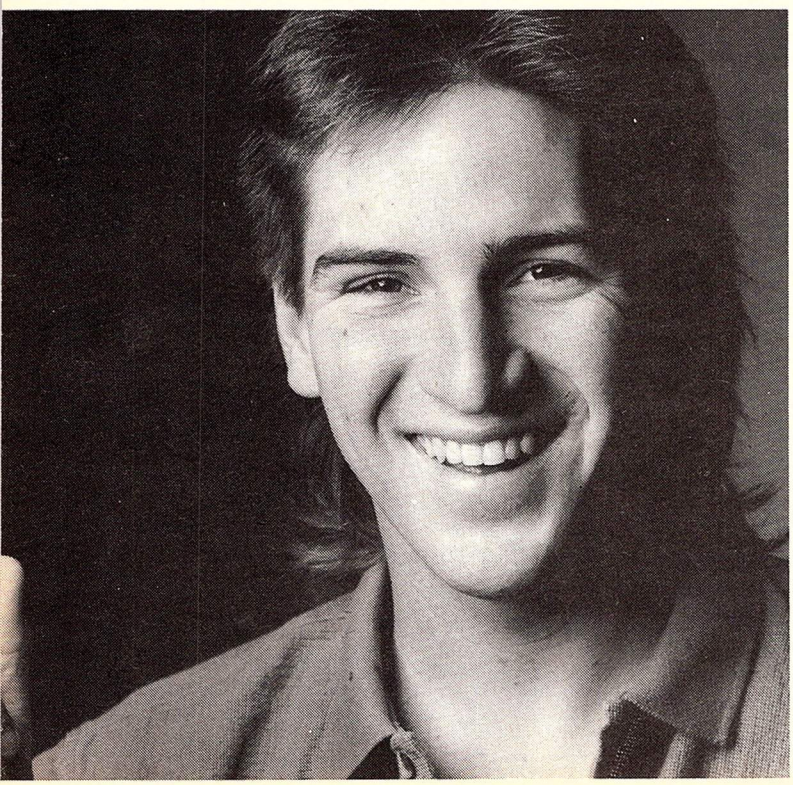
cing USA 1989

Lechien's Love Affair

Ron Lechien ended the '88 racing season in brilliant form by devastating the competition at the Motocross des Nations and leading the American Team to another overall victory.

Ronnie uses JT Products. He has for his entire professional career. We caught up with the young rider just before he took off for a supercross in Japan and asked him about his "love affair" with the ALS-2™ Helmet.

ON DESIGN. *"Motocross is different from all other forms of motorsports and I think JT understands that better than anyone. The ALS-2 helmet is a perfect example. It was made just for motocross racers. The helmet you see me race in is the exact same helmet you buy from JT."*



ON FIT. *"When you first put it on, the ALS-2 feels different because it uses fit pads that only touch your head in a few places. Using different fit pads custom fits the helmet to your head."*

ON VENTILATION. *"The fit pads leave space around your head for air to flow. The visor forces air into the helmet and it is tilted perfectly for roost protection. I know everyone says I don't train, but I do, and summer temperatures in El Cajon are unreal. I won't ride without a helmet and the ALS-2 is the only helmet I'll ride in."*

ON COMFORT. *"Even at the end of a long moto, the ALS-2 feels good thanks to the lightweight and ventilation. It's light weight really helps me when landing off a double or triple jump at supercross events."*

We couldn't have said it better. Thanks for your opinion Ron.

In addition to the ALS-2, the other products shown are:

V-2000 SHOULDER PADS. Don't be caught riding without one! They are comfortable to wear, offer great ventilation, are easy to get on or off and are available in the colors you need to make your outfit look pro.

FLEXON GLOVES. Preformed palm, curve-molded "invisible" fit and open air vents make the Flexons one of our most popular gloves. No binding. No cramping. Just freedom of flex!

BAK-TRAXX GLOVES. New for '89 and just in time for winter riding. This foam backed glove offers all the comfort and good looks a rider could ask for plus insulation for all you die hards who refuse to put the motorcycle away for winter.

GEAR BAGS. Keep everything organized and ready for the next race in a JT Gear Bag. We offer four different sizes to fit every need and budget.

JT Racing Products are available from your local motorcycle store or by calling us direct at (619) 421-2660. And, if you want to see all our products, send $3.00 for our all new '89 catalog to JT Racing, 515 Otay Valley Road, Chula Vista, CA 92011.

ALS-2 Helmets Not Shown: Red/White with Blue; Blue/White with Lime. V-2000 Chest Protectors Not Shown: Neon Yellow; Red; White with Blue; Dark Blue with Red; Dark Blue with Cyan. Gear Bags Not Shown: 2nd Gear Bag (Cyan) $24.95; 2nd Gear Bag (BoneHead) $25.95; 3rd Gear Bag $35.25.

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Blue/White with Red JT ALS-2 Helmet $209.00
Cyan Blue V-2000 Chest Protector $99.00

Blue/White ALS-2 Helmet $209.00
Hot Pink V-2000 Chest Protector $99.00

Red/White ALS-2 Helmet $209.00
White/Red V-2000 Chest Protector $99.00

Red & Blue Elbow Guards $30.25

Bak-Traxx Gloves (Cyan & Hot Pink) $35.95

JT Gear Bags: 4th Gear Bag $47.95; 5th Gear Bag $89.95; JT Boots $199.00 (Available in White and Blue).

Flexon Gloves Red/White, Blue/White & Pink/Cyan $36.95

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GREATEST SHOW ON EARTH

SUPERCROSS

Program notes from the Palais Omnisports de Bercy

Photos by Zapata Espinoza and Adam Duckworth

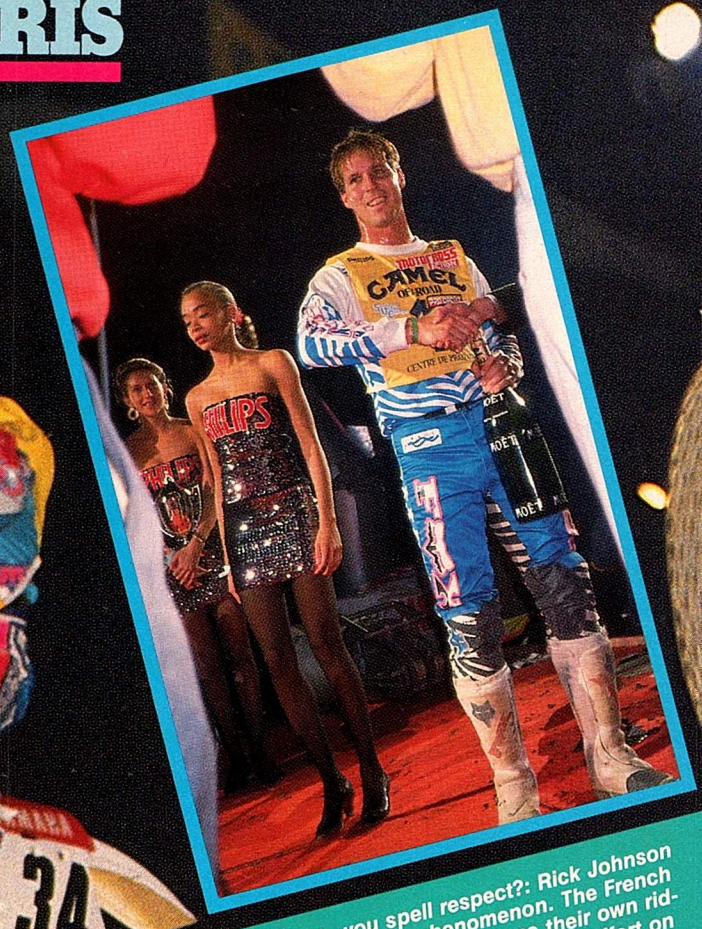
***They're off:** The small track at the Bercy stadium makes good starts crucial. The main event is an all-out attack for 18 laps and even the riders in great shape are physically drained afterwards.*

***The dogger gets his bone:** It took three nights of mid-pack rides for Ron Lechien to get enthused and when he did he was gone. Ron led right from the start on the third night of racing and never looked back. Another fluke? Ron won the following week in Geneva, too.*

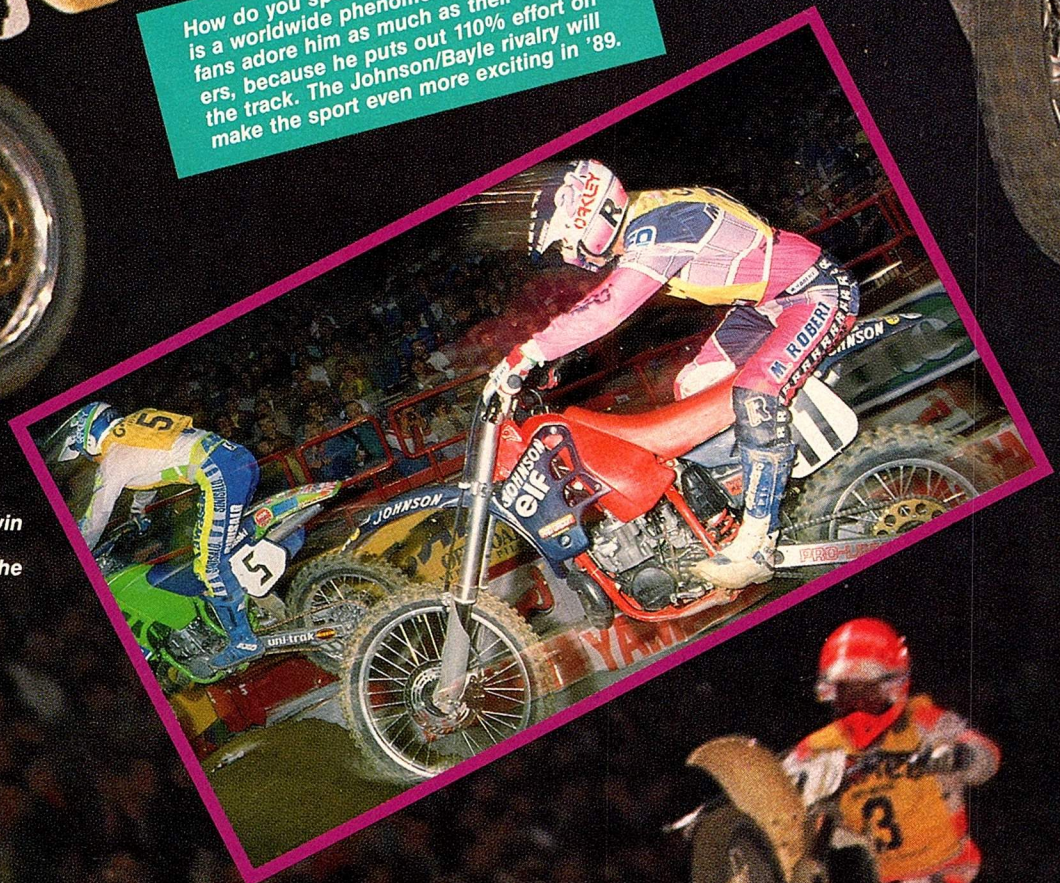
DE PARIS

Under the big top: As usual, the promoters of the Paris Supercross put on a wild laser light show for each night of racing. This year they had the American riders descend from the ceiling in a huge spaceship. The fans and riders enjoy every moment.

PARIS



How do you spell respect?: Rick Johnson is a worldwide phenomenon. The French fans adore him as much as their own riders, because he puts out 110% effort on the track. The Johnson/Bayle rivalry will make the sport even more exciting in '89.



The old school: Georges Jobe (11) doesn't expect to win any indoor events that he enters, but he knows that fast-paced racing will help his bike-handling skills for the outdoor GPs. ►

Christmas money: The American riders love going to the Paris Supercross, because the promoters pay them well. With the American series still the most important, riders like Jeff Ward can spend a week in the off-season making as much as he makes in many weeks of racing in the U.S. For French riders like Eric Bernard the publicity is worth more than money.

Rick Johnson replica model *White/Blue/Light Blue* *White/Blue/Pink* *White/Blue/Lime*

"I know my Moto-4 is great for ventilation and comfort, but Bell's revolutionary new Moto-5 completely blows me away!"

And seven-time national motocross champion Rick Johnson ought to know. The new Bell Moto-5 is the most revolutionary motorcycle helmet ever designed for the off-road rider.

First, and most noticeable, is the Moto-5's completely redesigned ventilation system. Special "venturi-effect" ports at the sides and rear of the helmet combine with Bell's unique "Tunnel Ram" visor ducts to create exceptional airflow over and around your scalp. Our EPS foam liner, which provides energy absorption throughout, is specially molded to draw in and exhaust air continuously. A simple adjustment of the visor ducts, however, restricts chilling air for extra cold-weather comfort.

Another Bell exclusive is the Moto-5's neoprene "Roost Deflector," which helps keep out dirt and gravel without sacrificing either ventilation or comfort. Innovative "Goggle Grabbers" on each side of the eyeport keep goggle straps where you set 'em even under the most rugged conditions.

The Bell Moto-5 features a removeable, washable liner for custom-tailored fit, and our selection of six different, color-coordinated graphic treatments--including a special Rick Johnson replica model--give Bell's newest helmet sensation some equally sensational new looks. In addition to being nearly unbreakable, our special visor is available in a selection of replacement colors to match the latest fashions in off-road apparel.

If you're gonna go for it off-road, you've gotta go for the all-new Moto-5 from Bell. Prepare to be blown away.

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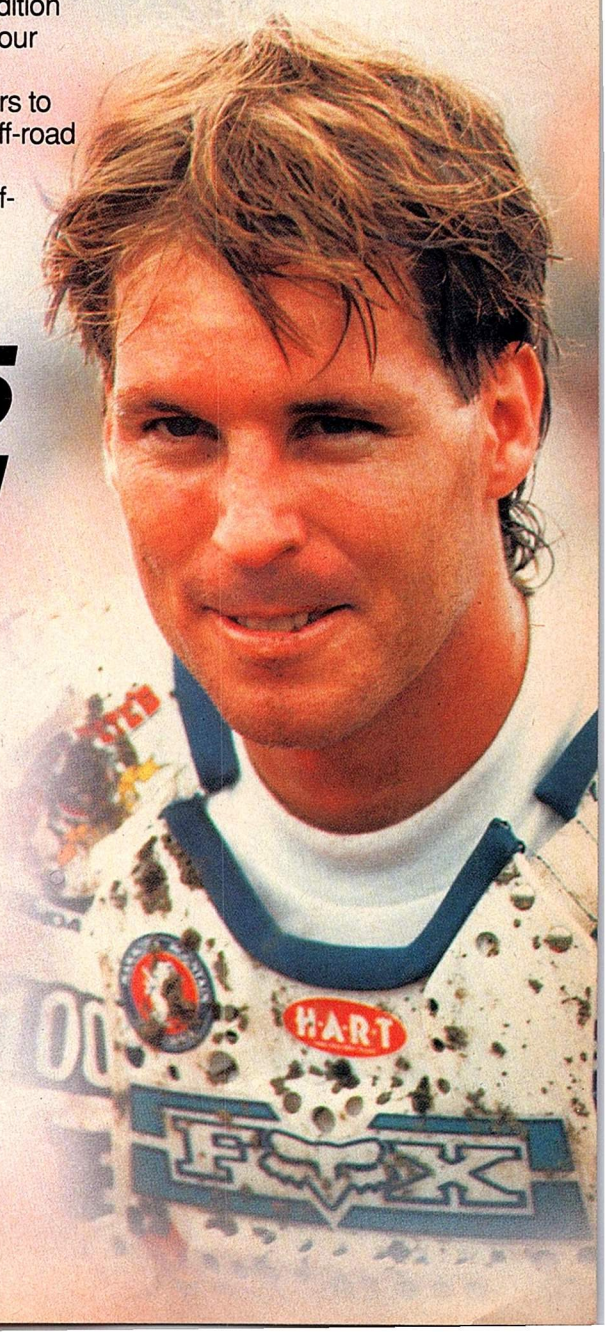
Setting the Standard in Protection and Innovation for Over 35 Years

"THE NEW MOTO-5 BLOWS ME AWAY"

Made in the U.S.A.



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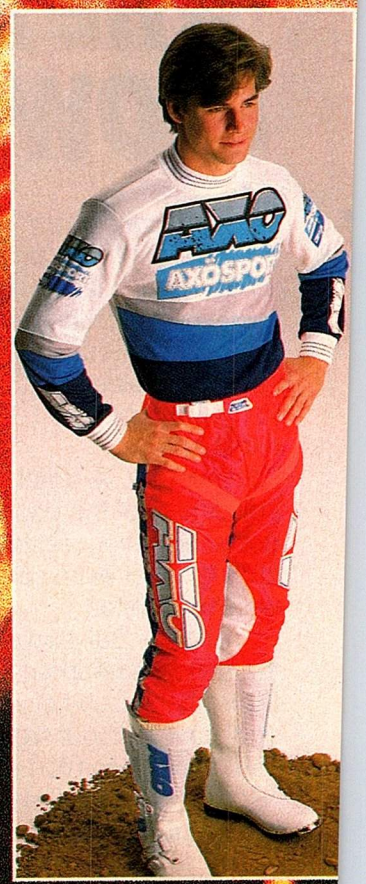
AQUA/BLUE SUPER
AQUA/WHITE 135

AQUA/NEON TYPE "S"
AQUA/NEON 135

AQUA/NEON SUPER
AQUA/AQUA 135



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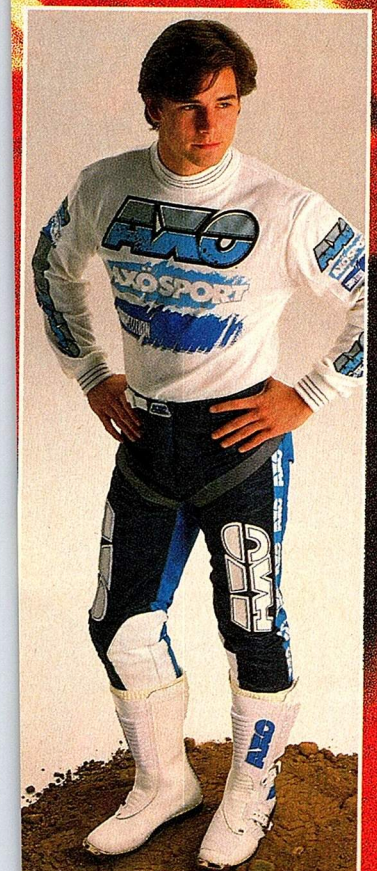
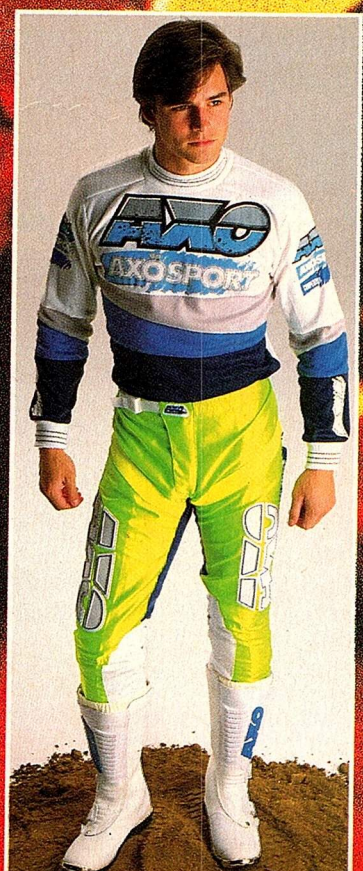
NEON/ROYAL 135

MADE IN FINLAND



AQUA/BLUE SUPER
GUNMETAL/AQUA 135



AQUA/NAVY PLUS
FLUOR. GREEN/ROYAL 135

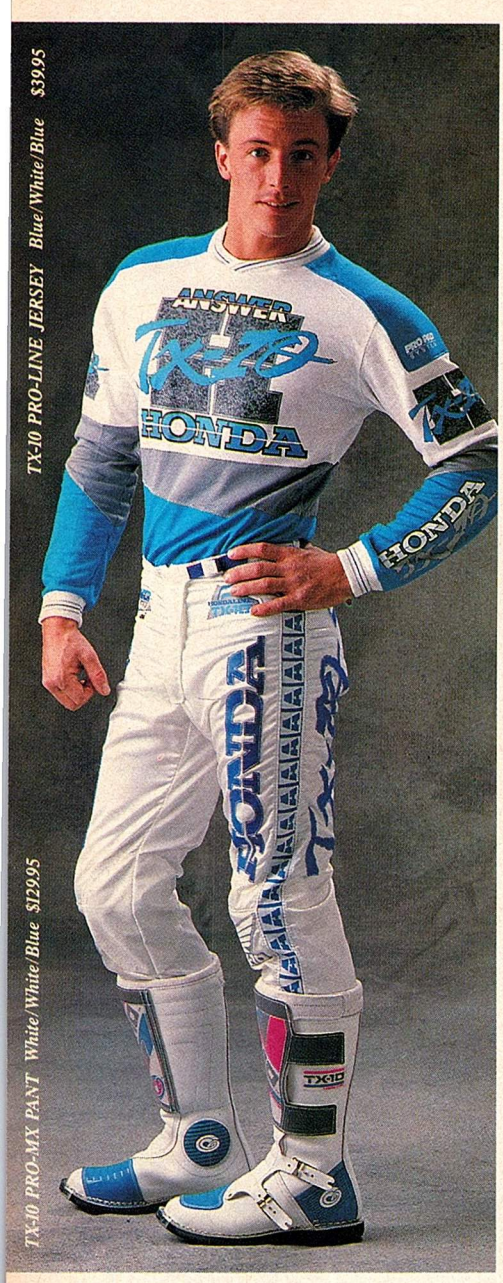
NAVY TYPE "S"
WHITE/NAVY 135

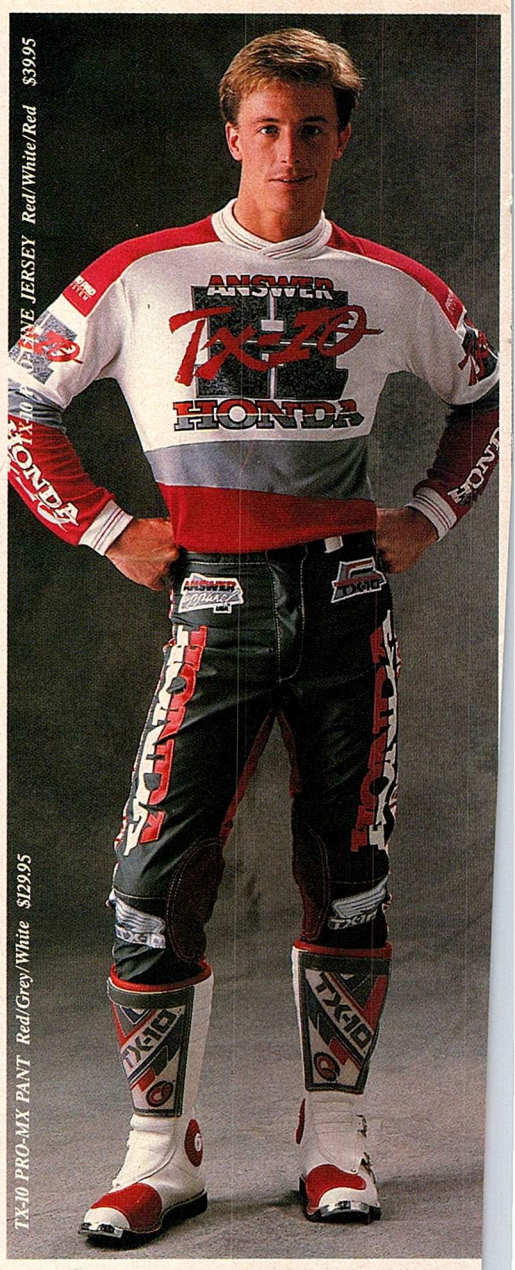
RED TYPE "S"
RED/WHITE 135

PARIS

For queen and country: Great Britain's newest teen sensation is James Dobb (24), and Paris was his first race against the established stars like Ward (5), Matiasevich, Lechien (4) and Johnson (1). Like the many British fans who follow their soccer clubs, Dobb had a large contingent of flag-waving compatriots cheering him on.

CHAMPIONS...
TX-78
HONDALINE®

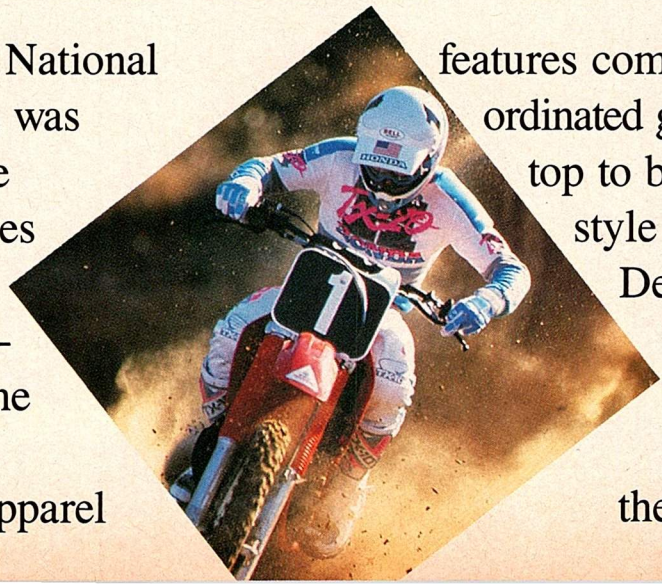


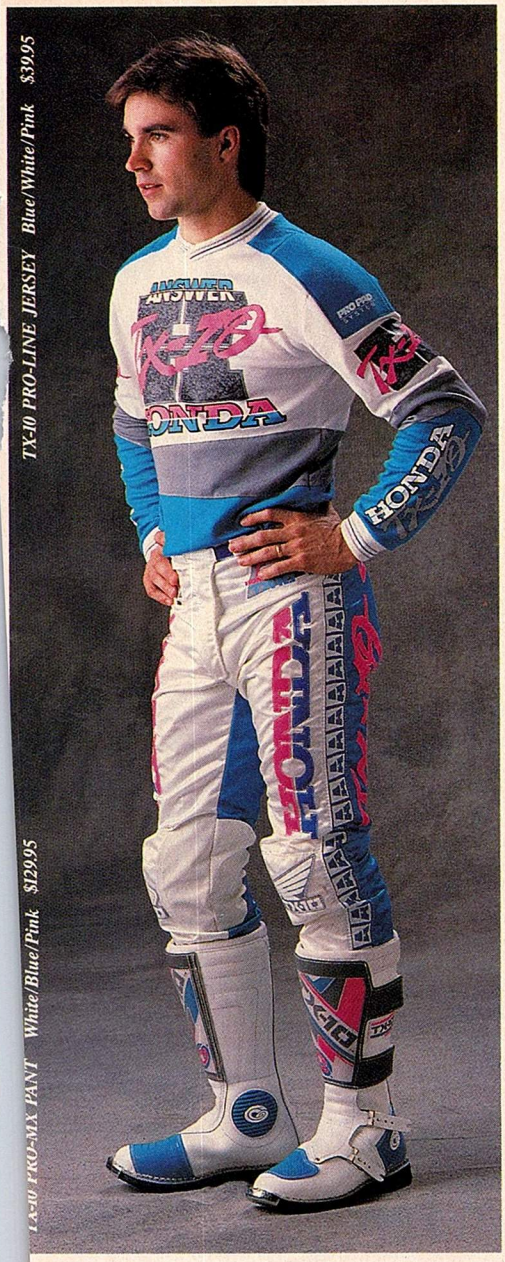


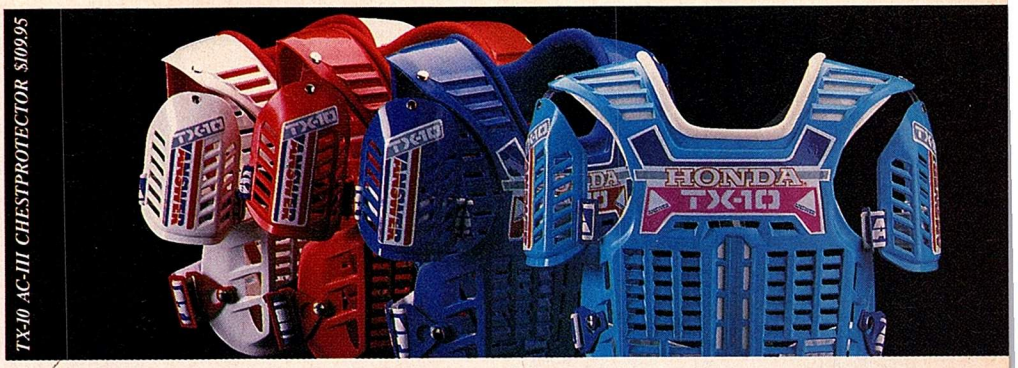
...ALWAYS PICK

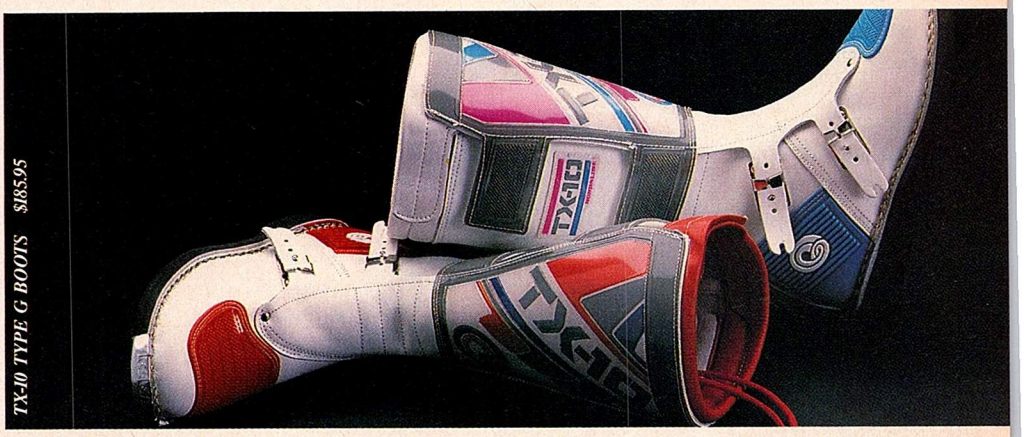
When 1988 AMA 125cc National Champion George Holland was preparing to defend his title defense he had many choices in protective apparel. As usual George made the outstanding choice...Hondaline TX-10 apparel.

Honda's all new TX-10 apparel features complete color coordinated gear to cover you top to bottom in both style and comfort. Designed and developed by Answer Products, the leading









THE BEST LINE.

apparel manufacturer in the USA, with help from Team Honda factory stars, George Holland, Jeff Stanton and Mike Kiedrowski.

So, if you're already a champion, like George, or on your way to becoming one, like Jeff and Mike, remember to choose the best line... before the gate drops.

BE A RESPONSIBLE RIDER. Always remember to obey all laws and regulations governing your riding area, minimize your impact on the environment and respect the rights of others. Always wear a quality helmet, eye protection and protective clothing. And remember to use your common sense when riding, the best protection of all.

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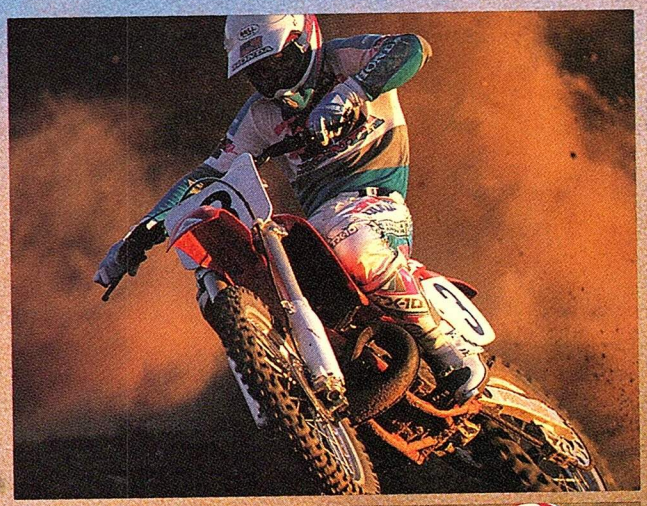
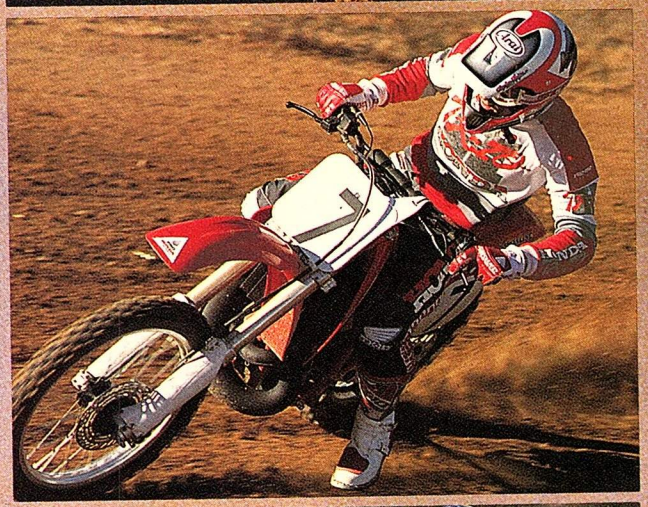


George Holland
1988 125 National Champion



Jeff Stanton

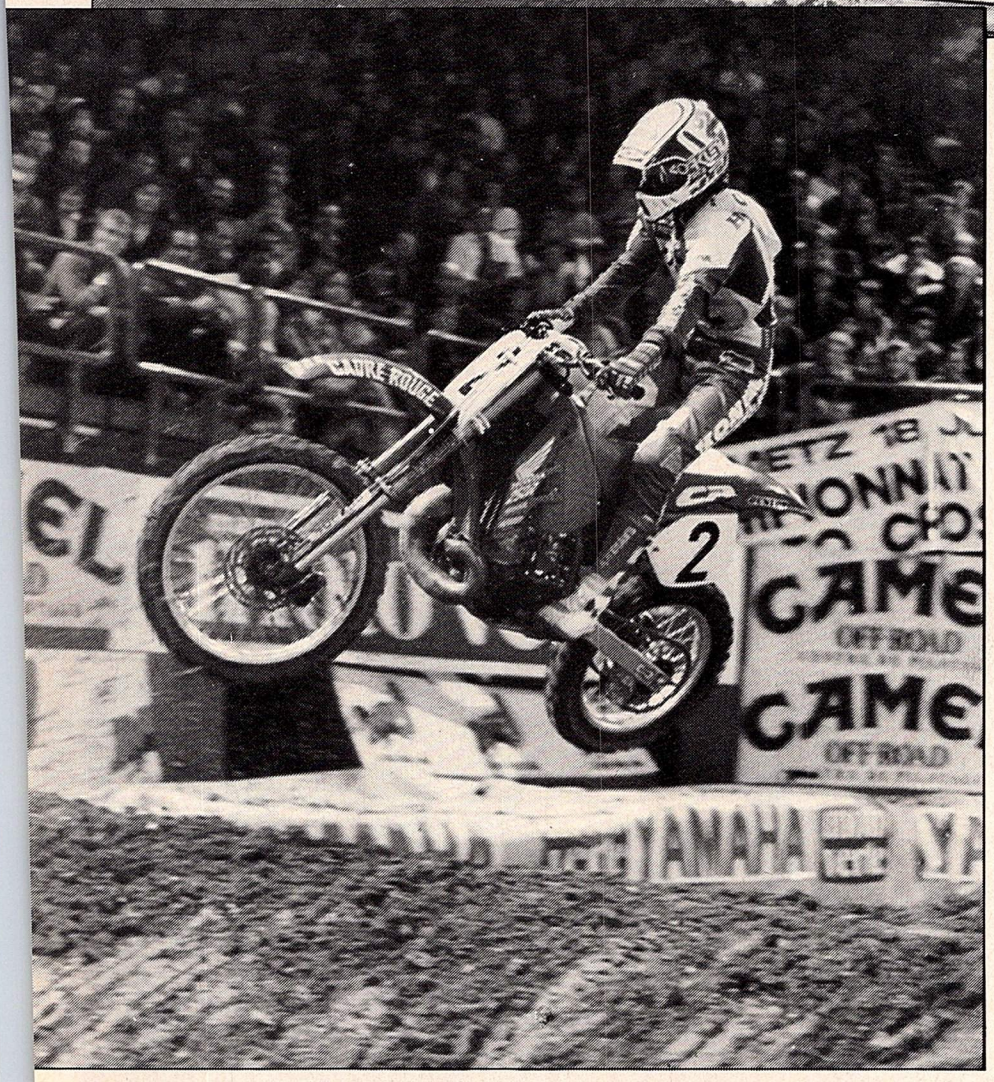
Mike Kiedrowski

TX-18

HONDALINE®

PARIS

Go, Chicken, go: Jeff Matiasevich (26) could be the next big American star. On the second night in Paris he beat Rick Johnson to finish second behind Guy Cooper. He then flew to Geneva, Switzerland, to win his first-ever 250 Supercross event.



Immigrant: Jean-Michel Bayle wants to take the chance of coming to America to race the first eight Supercross races. The Frenchman figures that the experience will make him unbeatable in the 250 World Championships. Bayle has never seen a set of American quads.

☐ *Bienvenue au Supercross de Paris! Deja la sixieme edition. Des Annees durant, nous avons tous reve d'un Supercross a Paris. En 1984, le reve est devenu realite, le motocross esrt entre dans la capitale grace au fabuleux Palais Omnisports de Bercy, ou le public Parisian et Francais a decouvert un fantastique spectacle offert par les plus grands pilots du monde Americains et Europeens. Ca soir, la fete recommence . . . Bienvenue donc au sixieme Supercross de Paris . . . Et que less meilleurs gagnent!*

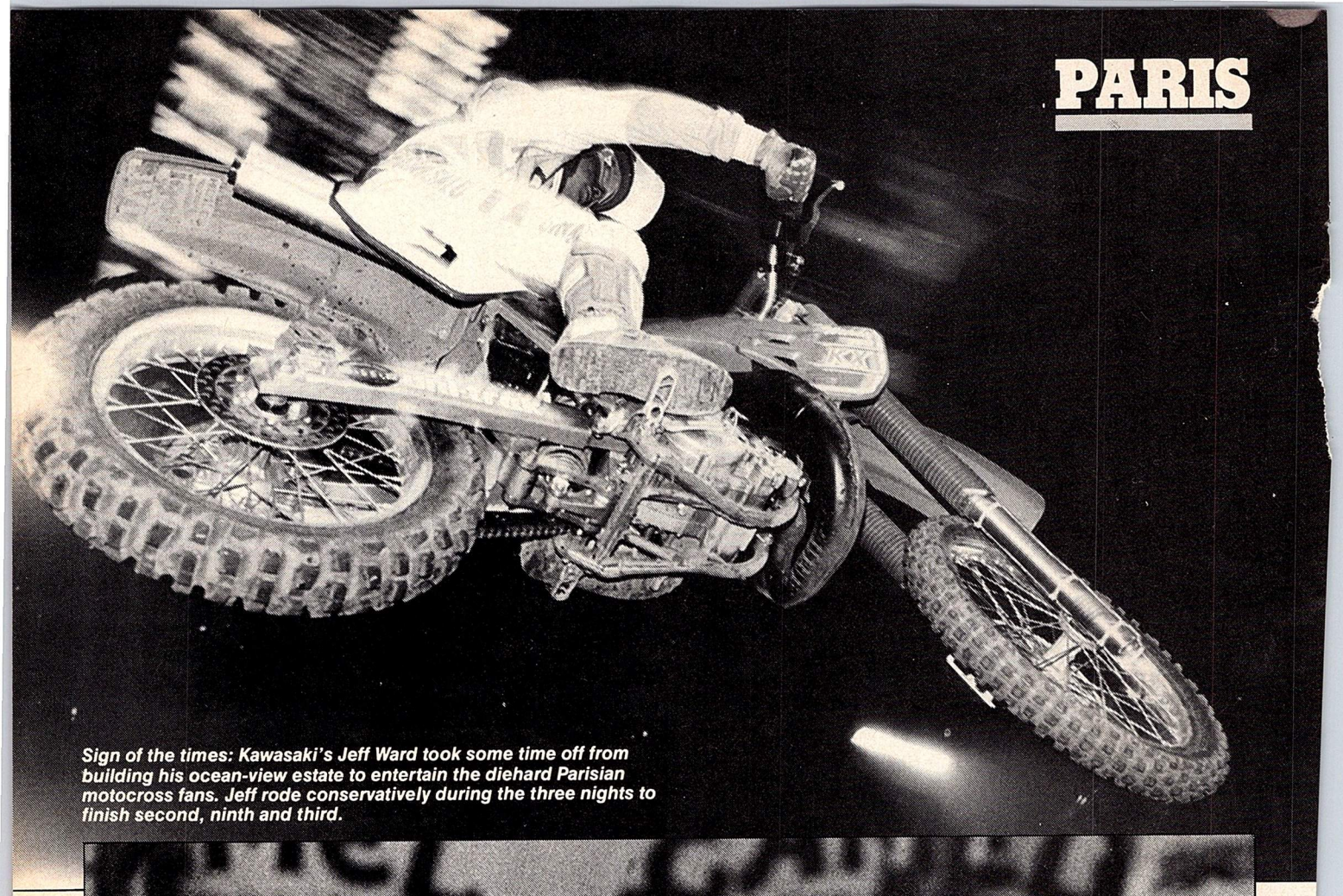
WHO WON ON WEDNESDAY NIGHT?

Ricky Johnson. A recupere son n° 1 pour cette fois-ci, du fait de son double statut de tenant di titre a Bercy et de champion US en titre. Le meilleur pilote du globe ne merite-t-il pas de toute facon le n° 1? Or, Ricky a ecoeure une fois encore tout le monde cetter annee aux USA, et magnifiiquement roule a Villars aux Nations. C'est aux autres a faire la preuve qu'il n'est pas invincible, pas a lui de demontrer sa superiorite! Le favori logique, mais Bercy est apte a troubler la logique . . .

WHO WON ON THURSDAY NIGHT?

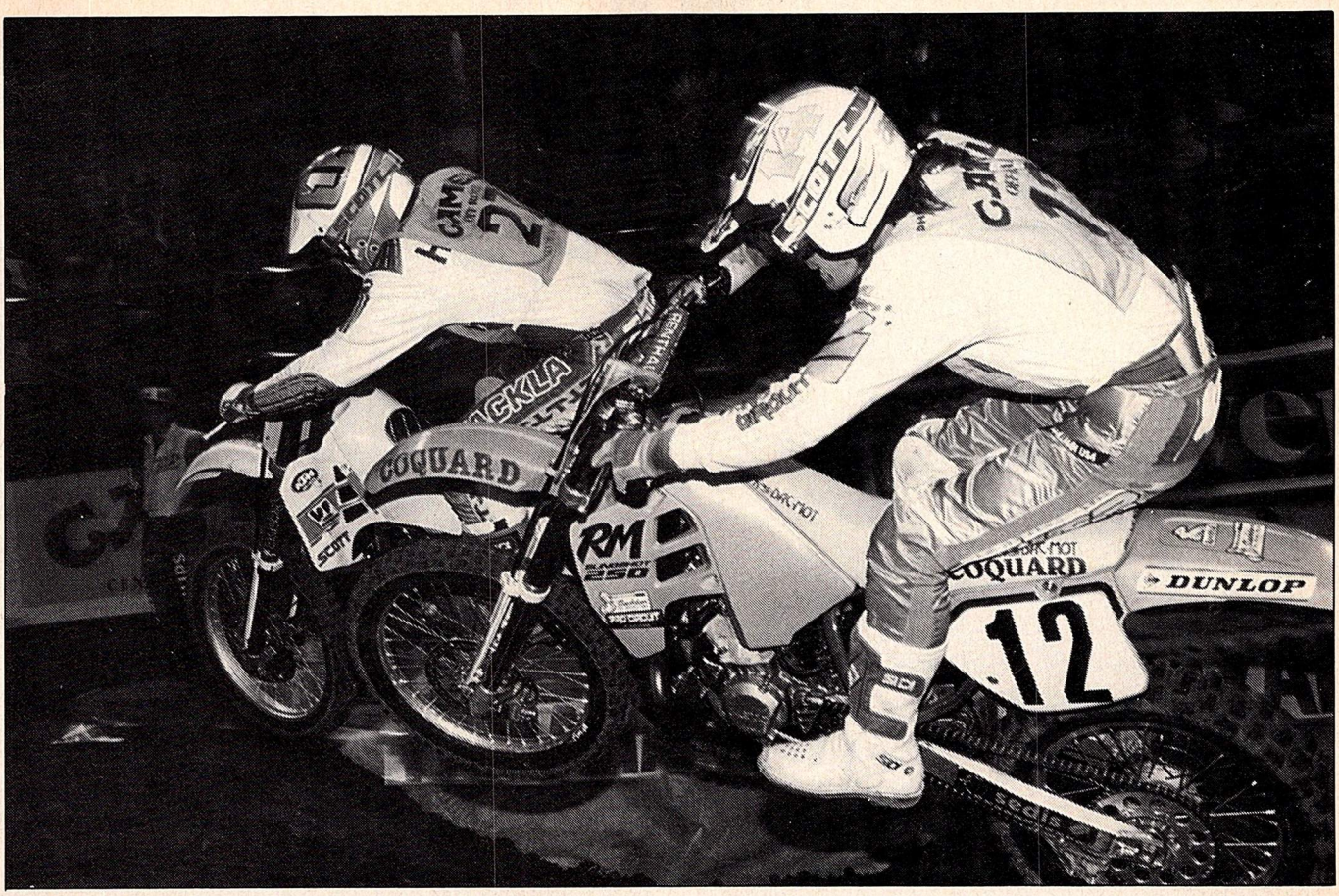
Guy Cooper. Une semaine apres sa victoire d'un soir a Geneve l'an dernier, cet incomparable showman se brisait la jambe en franchissant acrobatiquement en vainqueur la ligne d'arrivee du Su-

PARIS



Sign of the times: Kawasaki's Jeff Ward took some time off from building his ocean-view estate to entertain the diehard Parisian motocross fans. Jeff rode conservatively during the three nights to finish second, ninth and third.

Old meets new: Georges Jobe, 1987 500 World Champion, is very confident when it comes to outdoor motocross tracks, but he chooses to play it safe in the stadiums. Jobe rides the Supercross races because he believes it helps hone his skills for the GPs.



World traveler: MXA's own Larry Brooks spent the winter racing Supercrosses all through Europe. For Paris Larry borrowed a Suzuki from the French importer. He couldn't adjust to the RM and crashed numerous times.

Fast farmboy: Jeff Stanton got out of his Yamaha contract early enough to be aboard Hondas in France. Jeff expects to take his new Honda factory ride to the 1989 500 National Championship.

percross d'Anvers. Lui qu'on surnommait "Airtime" en raison de son amour pour l'altitude (!) affichera apres sa mesaventure "No Airtime" sur son pantalon! Ce qui ne l'empeche pas de terminer 3 de l'ultra-releve championnat US 125 88, apres avboir manque trois epreuves . . . Aujourd'hui, nous sommes prets a parier que l'officiel Honda est definitivement revenu a son surnom original! C'est sa premiere sortie au P.O.P.B.

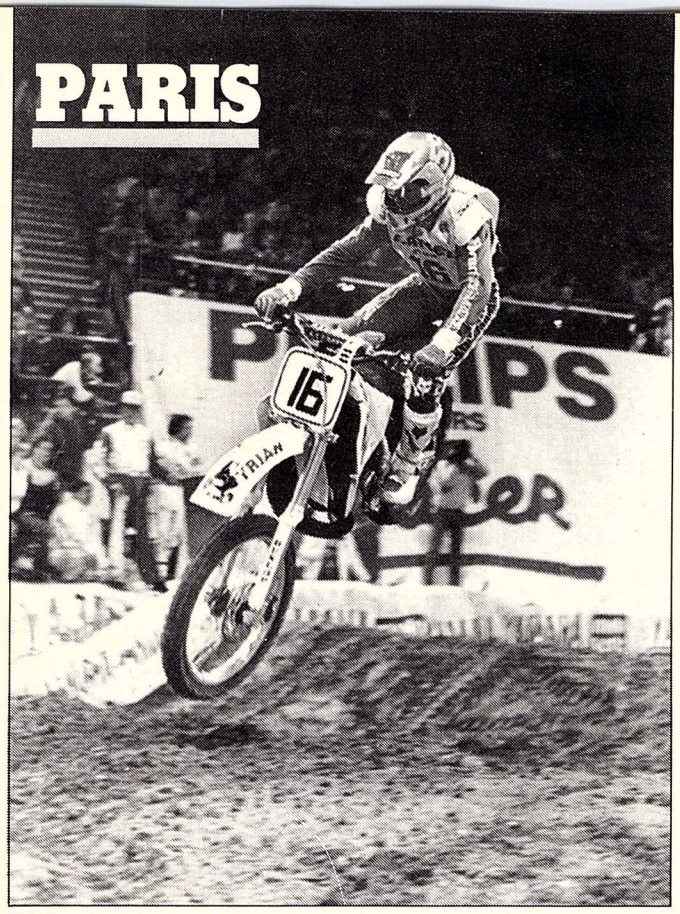
WHO WON ON FRIDAY NIGHT?

Ron Lechien. Personnage fantasque s'il en est, Ron "Machine" Lechien a effectue son epoustoulflante demonstration de Villars . . . aumoment meme ou Kawasaki songeait a le virer. Autant dire que Ronnie fonctionne a la motivation, son immense talent faisant le reste. Or, le souvenir puissant que lui laisse la demonstration de JMB ici meme il y a un an a ses depens est en elle-meme une puissante motivation! Attendons-nous donca voir Lechien mordre.

WHO WERE THE FRENCH ROOTING FOR?

Jean-Michel Bayle. Entre "JMB" et Paris, c'est une grande histoire d'amour! Personne n'a en effet aublie— et surtout pas Jean-Mi—que c'est dans la capitale que le jeune prodige francais a jete l'an dernier la premiere pierre (troisieme la dernier soir) du chemin qui l'a conduit au titre mondeial 125 1988. L'officiel

PARIS



Hitting the big time: Yamaha support rider Mike Craig had never raced a 250 Supercross before he got invited to Paris. He was nervous. By the second night he was more confident and finished in the top ten.

Stand by me: Jeff Matiasevich's parents, Jim and Dorothy, have only missed one of Jeff's races in the last three years (Japan). Racing is a big part of their family life. They were proud of Jeff's strong showings in the Palais du Bercy.

Honda-France/Motul (19 ans!) c'est le talent a l'etat pur, le panache et le gout du defi. Son objectif: devenir le premier Europeen a remporter Bercey. Il aura sacrement besoin de votre aide!

WHO WAS THE BIGGEST SURPRISE?

Jeff Matiasevich. C'est la nouvelle coqueluche du cross americain. Il a le "look" et le talent, celui qu'an surnamme "Chicken." Champion de Supercross US 125 en titre, il a deja fait quelques apparitions tonitruantes en 250, au les plus grands le redoutent. L'officiel Kawasaki veut prouver des aujourd'hui qu'il est la vedete de demain! Certainement Le nouveau chouchou Parisien, d'autant qu'il sera guidon d'une machine preparee par Racing Motorcycle, concessionaire "vert" a Arpajon.

* * *

WHAT DOES IT ALL MEAN?

When Ricky Johnson walked to the Air France terminal after a week in Paris he had over $25,000 wedged in his flight bag. Ron Lechien was buying magazines for the flight with "big" bills and the rest of the American squad was babbling about what a great time they had. For Rick Johnson, Jeff Ward and Ron Lechien it was just another "We came, we saw, we conquered" week on the international motocross circuit. But the Paris Supercross is more—much more!

The Paris Supercross is no larger than an American arenacross in size and attendance. The Palais Omnisport du Bercy is so

Far from Oklahoma: Honda's Guy Cooper made thousands of new fans when he was the first and only rider to make a triple jump out of a double and a single. Guy proved his indoor prowess by winning the second night in Paris. Watch for him next year in the Supercross Championships.

Frenchmen cometh: There is a new wave of French riders who are showing incredible speed at young ages. Riders like young Eric Bernard (34) and Ludovic Lucquin (33) are next in line to race for the title of top Frenchman. Since the success of Bayle and Vimond, France has gotten serious about motocross.

Just how crucial? Getting good starts at the small Bercy track made the difference between making the Main or not. On the first night Rick Johnson (1) got the jump and never looked back, while teammate Guy Cooper (10) had to wait until the next night for his moment of glory. ►

YAMAHA
10
1
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250R
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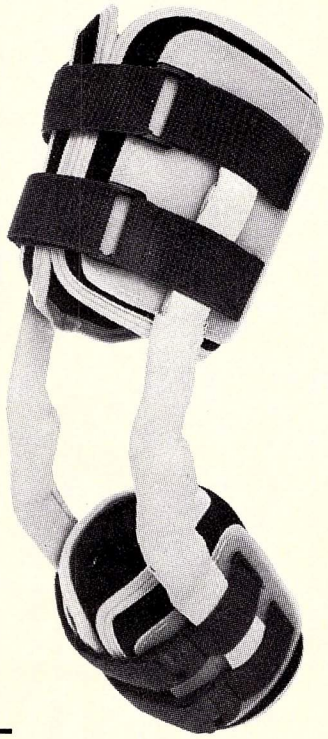
Did you know that 37% of sporting accidents are knee related? Your knees are most prone to injury from participating in a physically demanding sport such as motocross racing. Sensitive or fragile knees decrease both pleasure and performance.



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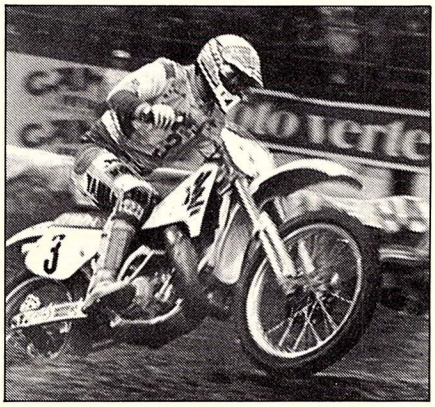
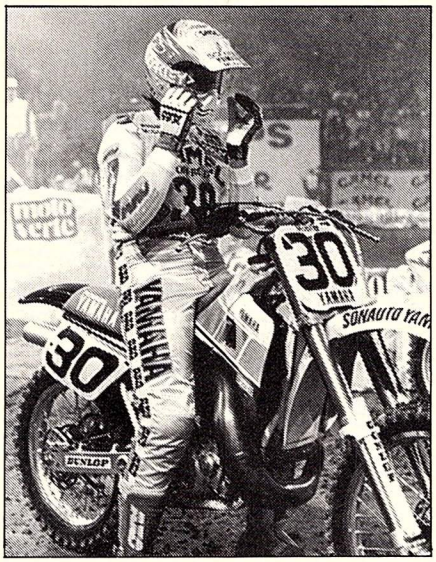
PARIS

Local talent: French riders have developed a presence of sorts in the 250 GPs with riders like Yannig Kervella (31), Oliver Perrin (39) and Yann Guedard. Perrin is the French equivalent of a young Danny Magoo Chandler.



A man at ease: Despite the tense international rivalry, 250 World Champion John Van De Berk was calm and collected for the three nights of Parisian racing. John took his Jon Slenzak-prepped YZ250 to two sixth-place finishes.

Still a whippersnapper: Broc Glover is always kidded about his age, but he didn't let advancing years slow him down in Paris. Broc rode hard all three nights and capped the week off with a second place on the third night. He was happy to have held Rick Johnson back in third.



New kid on the block: Though Jean-Michel Bayle is just beginning, the French fans have already adopted a younger rider to carry the tri-color to great heights. Yves DeMaria is a fast 16-year-old who rides with an American-inspired daring for Sonauto Yamaha. He plans to spend the winter in America.

small that it would take ten of its playing fields to fit in an American stadium. The seating capacity is only 18,000 frantic French fans. And the obstacles are relatively easy to do for the American supercross experts.

But it isn't size that makes the Paris Supercross so important—it is scope. Regardless of how few (or many) people can be crowded into the Palais this is a major sporting event, bigger in many ways than any of the larger and grander American races. Why? Because the French do it right! From the opening ceremony to the trophy presentations, the Paris Supercross is a first-class act. By comparison, an American Supercross is just a bunch of motorcycles riding around on a football field. That's a cruel assessment, but the differences are so immense as to make it true. The French crowd is dressed in black tie and tails. The riders are presented to the crowd with theatrics, fireworks, colored spotlights and stereophonic sound. The announcers seem to love what they are doing and deliver a non-stop litany of information and hyperbole. The world press is gathered to speed the information instantly across the television and radio waves. It is

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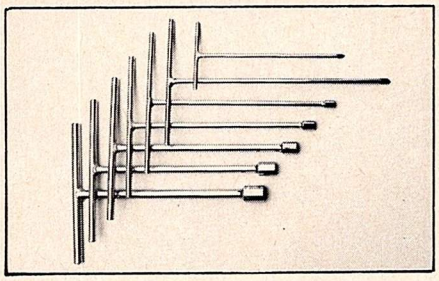

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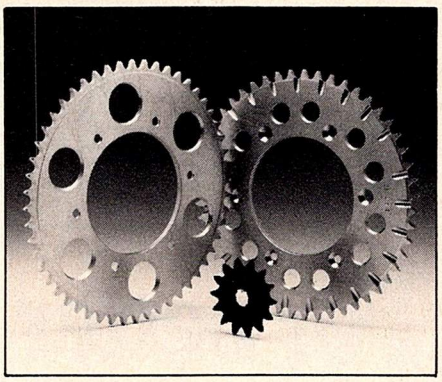

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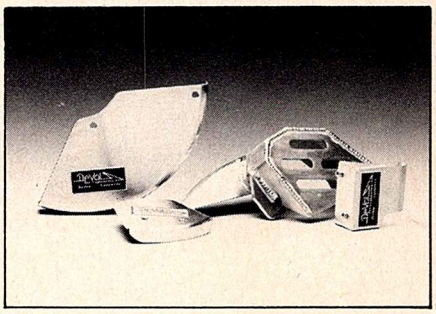

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RESULTS: PARIS SUPERCROSS

Wednesday night

1. Rick Johnson	Hon
2. Jeff Ward	Kaw
3. Jean-Michel Bayle	Hon
4. Jeff Stanton	Hon
5. Guy Cooper	Hon

Thursday night

1. Guy Cooper	Hon
2. Jeff Matiasevich	Kaw
3. Rick Johnson	Hon
4. Jean-Michel Bayle	Hon
5. Ron Lechien	Kaw

Friday night

1. Ron Lechien	Kaw
2. Broc Glover	Yam
3. Jeff Ward	Kaw
4. Jeff Matiasevich	Kaw
5. John Van de Berk	Yam

If not for JMB: Rick Johnson is idolized in France, but that was before French teenager Jean-Michel Bayle burst onto the scene. Unfortunately, Bayle couldn't match Johnson on speed—only applause.

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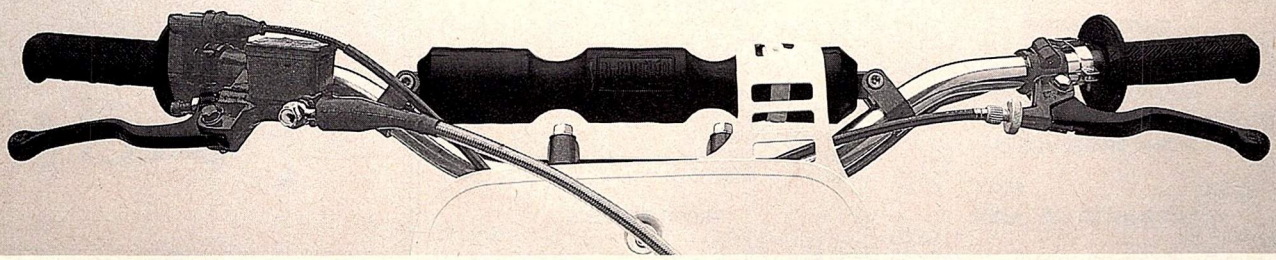

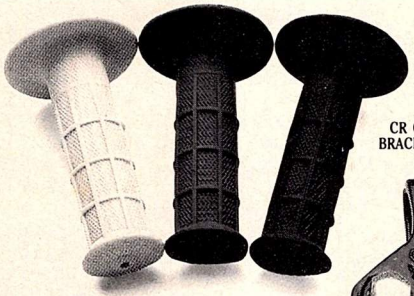

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Circle	6%

CHAIN RATINGS

SideWinder® . . 30%

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DID	21%
RK	20%
Diamond	9%

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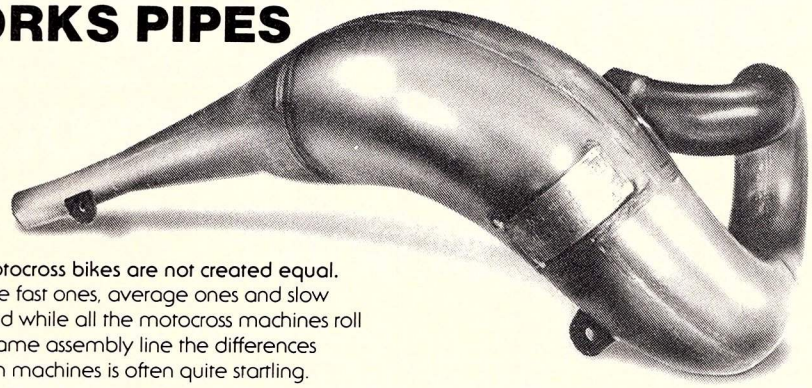

All motocross bikes are not created equal. There are fast ones, average ones and slow ones. And while all the motocross machines roll off the same assembly line the differences between machines is often quite startling.

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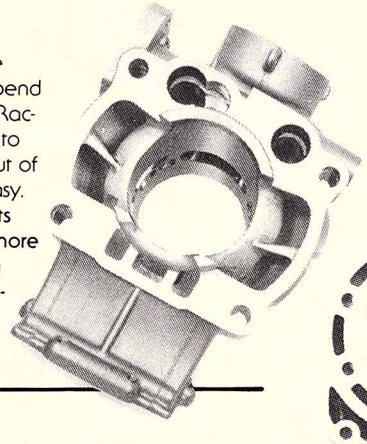

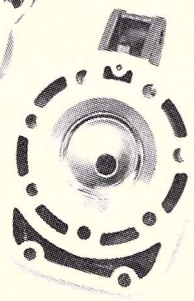

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Factory backed riders like **Larry Brooks, Jeff Leisk, Mike Kiedrowski, Brian Manley, Dan Ashcraft and Larry Roseler** have relied on Pro Circuit Suspension Services to soak up the variety of rough terrain they encounter during the year. With the help of these riders, combined with years of experience, enables us to fine-tune your suspension.

Whether you're a beginner or a pro, racing locals or Nationals, on the trail or in the desert, Pro Circuit can give you the smooth stable ride it takes to stay in a straight line and get you to the checkered flag first! **Satisfaction Guaranteed.**

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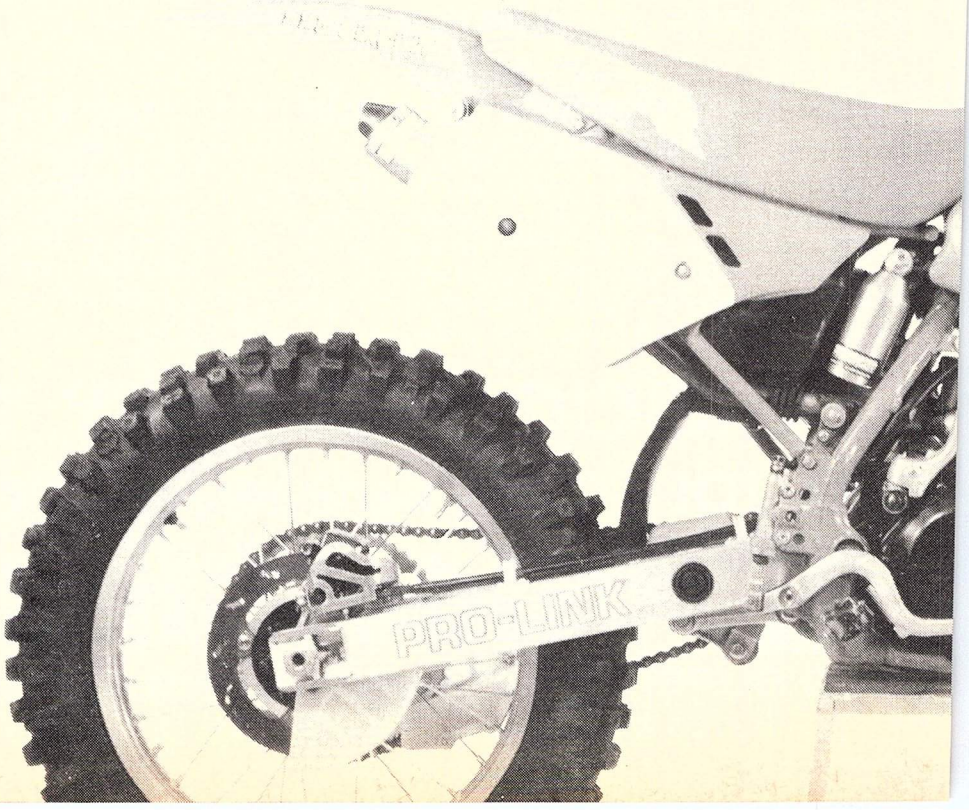

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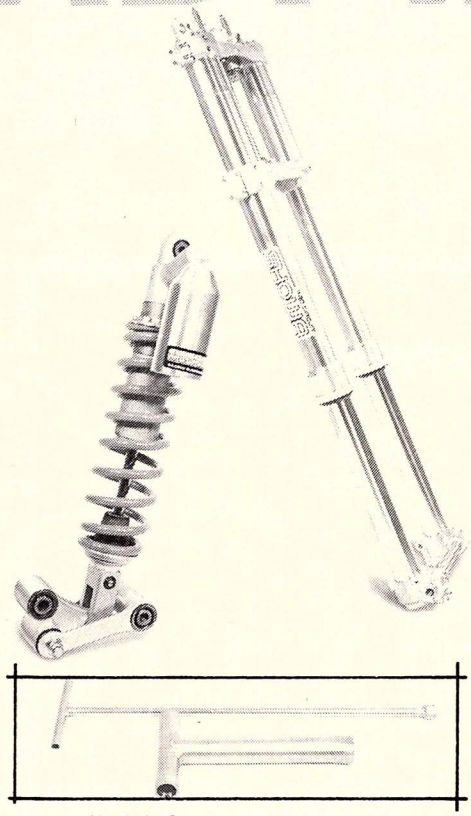

Showa Up Side Down Fork Disassembly Tools $54.00.

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Pro Circuit embroidered hats are available in black, grey, blue, white and red cord with the new Pro Circuit logo in a contrasting color stitch $14.95.

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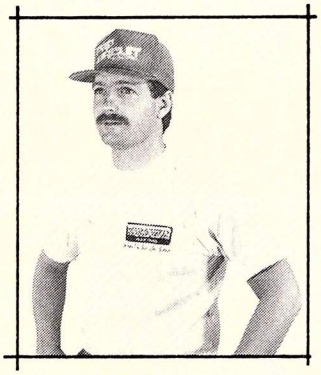

Pro Circuit Race Shirts. 100% cotton and silk screened with the multi-colored famous Pro Circuit logo small on the front and large on the back. Small-Xtra Large $11.95.

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AXO Pro Circuit Race Pants. The all new **AXO series 135 Twill race pant** is the current best seller of the year! Neon red front panel with royal blue back side and the Pro Circuit logo down each leg. $139.95.

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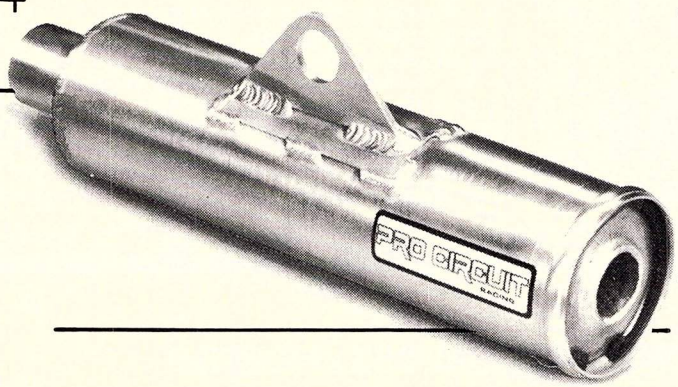

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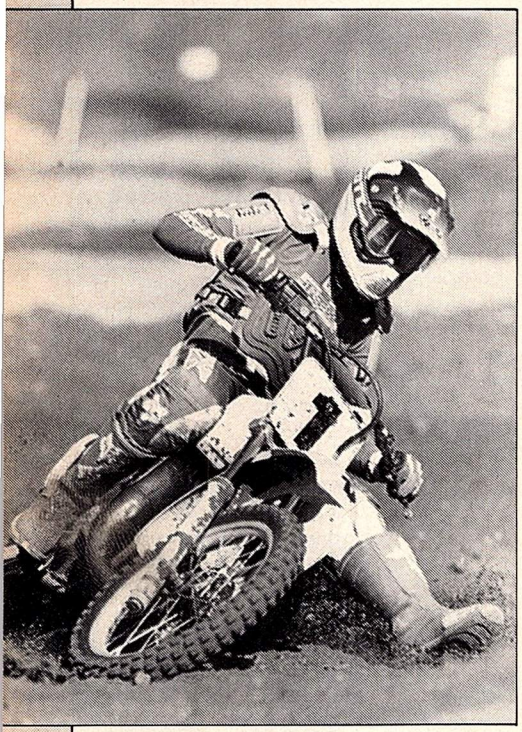


SMALL BUT FAST

NATIONAL MINICYCLE CHAMPIONSHIP

• The National Minicycle Championships are held yearly in Ponca City, Oklahoma. The racing lasts for a week and championships are handed out in a number of classes. Racers ride for individual titles as well as earning points all through the week; when all the racing is finished the points are totalled to determine an overall champion. The racing was fast and furious all week long and two riders who have been labeled as future superstars emerged as the cream of the crop. R&D Suzuki rider Buddy Antunez edged out his toughest rival, Kawasaki's Brian Swink, for the overall crown. A relatively unknown rider, Jared Hamby, took his Honda to consistent top finishes to move into third place in the overall results. These riders are amateurs and, although many may move to the pro ranks later in their careers, these riders do represent what motocross is all about. The team effort of the family working with the rider to attain this high level of competition is a great example for people involved in any type of sporting activity with their children. It's a great week of racing that brings a lot of different people together to make new friends and see old ones they haven't seen since the year before at Ponca City. •

◄ Future hero: Suzuki's Buddy Antunez may be the next superstar to come from the mini ranks. Following in the footsteps of such riders as Jeff Ward and Erik Kehoe, Antunez has been a dominant rider for the past two years. He was ranked as the top mini rider at this year's Amateur National Championships and he still has another year in the mini ranks.

NATIONAL MINICYCLE CHAMPIONSHIP RESULTS

1. Buddy Antunez	Suz
2. Brian Swink	Kaw
3. Jared Hamby	Hon

FAST FEMALES

WOMENS WEST COAST NATIONAL CHAMPIONSHIP

• The Womens Motocross Association isn't a very old organization but it does give women on the West Coast a place they can call and get information about womens racing (714/359-1195). The West Coast Womens National Championships were held at Los Angeles County Raceway and were a great success. The race, which was run with the help of the CRC (California Racing Club), drew a large number of participants and the racing was fast and furious. There are two different classes for the pro-level women, 125 and 250. A National Champion is crowned in the 125 class and the two classes are then combined, with the overall point leader being declared Grand National Champion. For women who love to ride or race this is the event for you. More big events are being scheduled and Midwest or East Coast riders can race the AMA National Amateur Championship at Loretta Lynn's Dude Ranch. Lisa Akins Wagner won the AMA Women's class this year. •

WOMENS WEST COAST NATIONAL CHAMPIONSHIP RESULTS

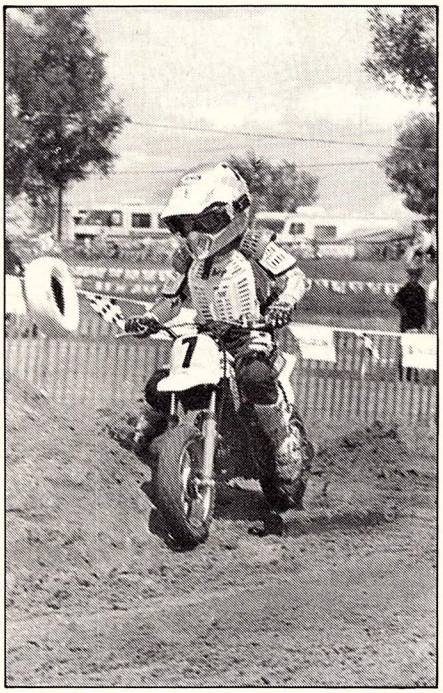
1. Mercedes Gonzales	Kaw
2. Lisa Peterson	Suz
3. Tera Harrison	Kaw

Numero uno female: This is one fast lady! Mercedes Gonzales rides for Kawasaki and is one of the fastest female racers in the world. She is the Womens 125 National Champion and can ride with anyone. Mercedes races in the Intermediate class at local races and the larger amateur events, regularly beating males and females alike. ►

☐ The winning of a National Championship is something that most of we mortals of the motocross world only dream about. For Johnson, Ward, Geboers and others, success means job security. These riders work for years to attain the speed, physical ability and mental toughness it takes to garner a National or World Championship. Everything has to be right and go smoothly for the pieces to fall together in a championship season. Even though beating Rick, Jeff or Eric is probably unobtainable, wouldn't it be great to hold a National title of some sort? Yes it would, but it seems just about impossible.

CHAMPIONSHIPS PRIVATEERS CAN WIN

There are a number of championships that just about anyone can win, if you fit the requirements for a certain class. There are some tough competitors dicing for a shot at the titles we're going to cover, but if you've got the skill and the determination you can take one of these championships for your own. Some of these titles require special equipment or have age limits, but most of these classes aren't loaded with big-name riders and most of them are decided at one event, which makes them perfect for privateers.



TINY TERRORS

PEE WEE WORLD CHAMPIONSHIP

• The Pee Wee class at any event is one of the most entertaining. At the World Mini Grand Prix held near Las Vegas, the Pee Wee class is a definite crowd-pleaser. The sight of grown men running back and forth across the infield of the track provides almost as much laughter as the race does excitement, and that's a lot. Some of these competitors can barely reach the ground on their pint-sized machines, and when one gets stuck in a rut that's too large or falls over, the father will come running over to help or shout encouragement. This kind of involvment allows the fathers to be as active during the race as their kids are, and sometimes more. This year's racing was as thrilling as ever, with Fontana, California's, Jerry Aleman putting together solid rides to take the title over Daniel Norman. For fathers who don't race, the Pee Wee class can get you directly involved with the racing scene. You never know, your kid might be the next superstar. •

◄ Littlest champ: Jerry Aleman, little in size but big on talent. The Fontana, California, youngster is the top-ranked Pee-Wee class rider in the country for good reason: he can fly. Riding a trick Yamaha 50, he garnered championships at the World Mini GP in Las Vegas and at the National Mini Championships in Ponca City.

PEE WEE WORLD CHAMPIONSHIP RESULTS

1. Jerry Aleman	Yam
2. Daniel Norman	Yam
3. Eli Slater	Yam

OLDER AND BETTER

OLD TIMERS NATIONAL CHAMPIONSHIP

• The Old Timers club has nine chapters in the western region of the United States, including one each in Washington, Oregon and Nevada. California has three chapters. The Old Timers put on 60 events a year and their biggest race is by far the Father's Day weekend International Old Timers Race held at the Mammoth Mountain Ski Resort area during the summer. This race draws in excess of 300 riders to compete for titles in eight classes. The premier class of the weekend is the Old Timer Master; the racing in this class is hard-fought and it takes skill and determination, as well as being in shape, to win the championship. This year's event was another huge success, with all the competitors enjoying good racing and excellent weather throughout the weekend. In the Master class Ken Ratzloff from the L.A. chapter beat out Paul Bostrom and Russ Powell, both from the Sierra chapter. So if you're an Old Timer, or even a not so Old Timer, you'll want to check out the Old Timers races—they're hot. •

OLD TIMER NATIONAL CHAMPIONSHIP RESULTS

1. Ken Ratzloff	Hon
2. Paul Bostrom	Hon
3. Russ Powell	Hon

Better with age: The Old Timers class may be a bit more conservative than your average intermediate race but the racing isn't any less intense. Riders with varying degrees of skills in a number of age classes take this racing very seriously. The top-placing rider at this year's Old-Timer Nationals was Ken Ratzloff. ►

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NATIONAL CHAMPIONSHIPS

THUMPER MADNESS

NATIONAL FOUR-STROKE CHAMPIONSHIP

• Having moved from the hard-packed confines of Carlsbad Raceway to the sandy loam of Perris Raceway hasn't hurt the White Bros./ATK-sponsored Four-Stroke National Championships one bit. A large number of riders including a host of former stars showed up to do battle on the trickest thumpers around. There were races for pros, veterans, vintage bikes and amateurs; there was even an XR80-only race that matched big against small and young against old. The fiercest racing of the day went on in the Open Pro class, where Goat Breker battled with *Dirt Bike* magazine editor Ed Arnet and former four-time 250 National champ Gary Jones. Action in the Vet Pro class was just as intense, with Barry Higgins and Alan Olsen giving winner Gary Jones a tough time all day long. To be fast on a four-stroke you have to be smooth and strong, and these riders showed that if you have the guts you can run with the thumpers. •

Mike Van Camp

Goat for it: World traveler and former U.S. National star Goat Breker came out to Perris Raceway for the Four-Stroke Nationals. Riding an awesome White Bros.-prepared Honda thumper, Goat battled with DIRT BIKE editor Ed Arnet for the championship. The racing was intense and Breker took home a hard-earned championship.

1988 NATIONAL FOUR-STROKE CHAMPIONSHIP RESULTS

1. Goat Breker	WB/Hon
2. Ed Arnet	ATK
3. Gary Jones	KTM

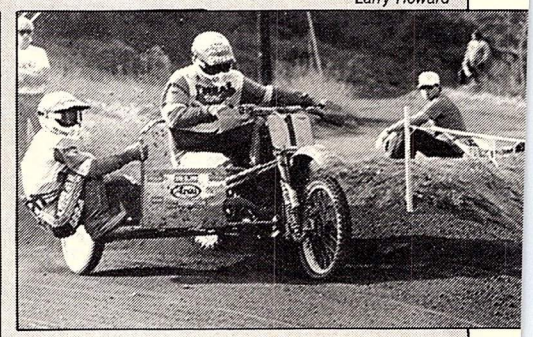
DOUBLE THE FUN

SIDECAR NATIONAL CHAMPIONSHIP

• Sidecar racing has always taken a certain type of rider, or, to be exact, two certain types of riders: The driver and the passenger, or monkey as they're known in sidecar talk. A few years ago, the release of the water-cooled 500cc Hondas sparked a renewed interest in sidecar racing in the United States. Pete and Scott Whitney's Honda sidecar brought new life to the sport and its popularity increased as more of the Honda sidecars started showing up at events.

In 1988 the sidecars have been running a series with the Coors Off-Road racing events, most of them being held at Glen Helen OHV park and at the Blythe, California, facility. The number of new people getting involved in sidecar racing has leveled off since the Hondas became popular. The fast pairs of riders have been able to keep the racing good and entertaining, even though one of the top teams, Dwayne McDowell and Ramsy Harris, went to Europe to try to qualify for world-class competition. The overall sidecar team for 1988 is to be long-time champions Pete and Scott Whitney. This brother combination has been a dominant force in sidecar racing and it seems as though they'll continue to hold their place at the top of the sidecar heap. •

Larry Howard



It takes two: Sidecar National Championship holders are the team of brothers Pete and Scott Whitney, who won the Coors-sponsored series. The Whitneys have been racing and winning on the sidecars for a long time, and their dominance isn't by mistake. They pilot a very trick Honda CR500 sidecar and ride with total abandon, but it takes teamwork.

U.S. SIDECAR NATIONAL CHAMPIONSHIP RESULTS

1. Pete & Scott Whitney	Hon
2. Damon Duckette & Rick Ferguson	Hon
3. Wayne McDowell & Ramsey Harris	Hon

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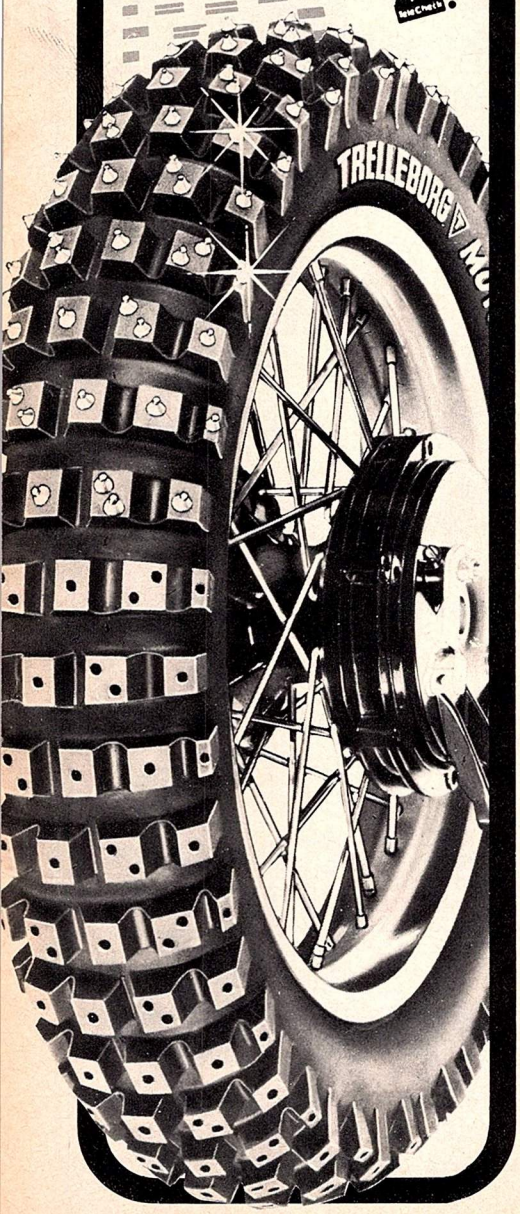


NATIONAL CHAMPIONSHIPS

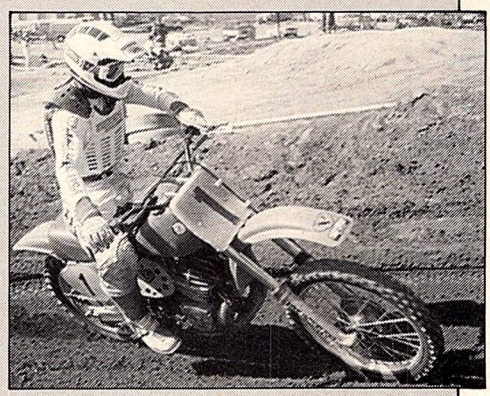
CZECH MATE

CZ WORLD CHAMPIONSHIPS

• The CZ World Championships are an event where equipment plays a major role. The bikes aren't tricked-out, space-age machines with every new gadget imaginable hanging off them. On the contrary, the bikes have to meet certain requirements to be legal for this race. The first rule is that the bike must be 12 years old (minimum) and be out of production. With these rules you see some great racing on classic machinery. This event is in its 13th year and the popularity of the race continues to grow. Former winners of the title include Gary Jones, Ed Arnet, Lance Moorewood, Pete Maly, Clark Jones and Billy Keefe. The 500 Pro class has the toughest competition and the most exotic machinery. There are also Junior, Intermediate and Modified classes that give everyone a chance to compete. This race attracts major press coverage from all around the world. The sights and sounds of the event bring back fond memories of the past while creating lasting memories for years to come. •

CZ WORLD CHAMPIONSHIPS RESULTS

1. Mark Johnson	CZ
2. Matt Hilgenberg	CZ
3. Rick Nabors	CZ



Old-world racing: The CZ World Championship takes a certain type of rider on a certain type of bike. MXA test riders Ed Arnet (1), Gary Jones, Lance Moorewood, Pete Maly and Bill Keefe have all won the crown. This year's title was won by local rider Mark Johnson, who took his Championship in style. ►

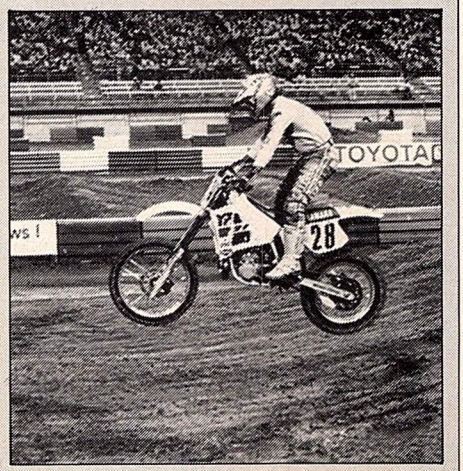
INDOOR FUN

MTEG ULTRACROSS CHAMPIONSHIP

• Ultracross is a relatively new format of racing that had its first complete series in 1988. The races are always exciting because of the unique starting procedure. The top qualifiers from the heat races are moved to the back of a staggered start with points and money being awarded for passing. The races are held on the same courses used for the Mickey Thompson Off-Road races, and while it's not full-blown Supercross it is action-packed and thrilling for spectators to watch. It's also a good opportunity for local pro riders to race on a supercross-style track. The eight-race series moves from California across the country, giving local riders a chance to compete against the top Ultracross riders. The series point race was close throughout most of the year, but in the end Yamaha-mounted Jim "Hollywood" Holly won the title by a comfortable margin over the Vohland brothers, Tyson and Tallon. The series promises to grow in the upcoming year, with more races being scheduled and more prize money being made available. So, if you're a pro rider who wants to show what you can do in front of a large crowd without having to battle with the Johnsons and Wards, Ultracross might just be your ticket. • □

MTEG ULTRACROSS CHAMPIONSHIP RESULTS

1. Jim Holley	Yam
2. Tyson Vohland	Kaw
3. Tallon Vohland	Kaw



Hollywood: Jim Holley is the king of Ultracross. Having moved from the world of Supercross to the exciting type of racing known as Ultracross has suited "Hollywood" Holley just fine. Using his National and Supercross skills and experience, he fought off all challengers and took the title in style, winning by a comfortable margin. ►

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—Bob 'Hurricane' Hannah
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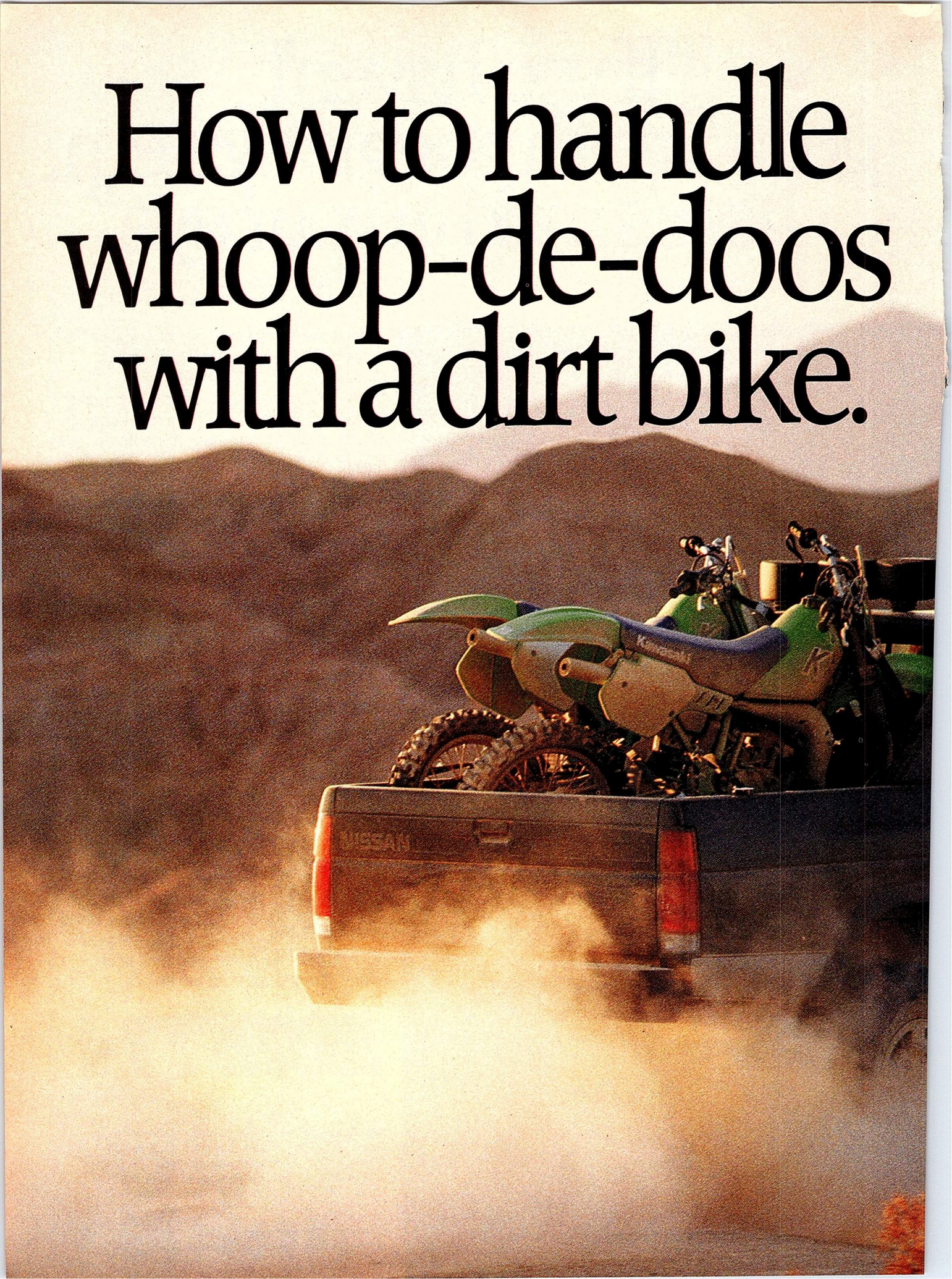
How to handle whoop-de-doos with a dirt bike.



The way we figure it, you ought to be able to do pretty much the same things in a truck as you would on a dirt bike.

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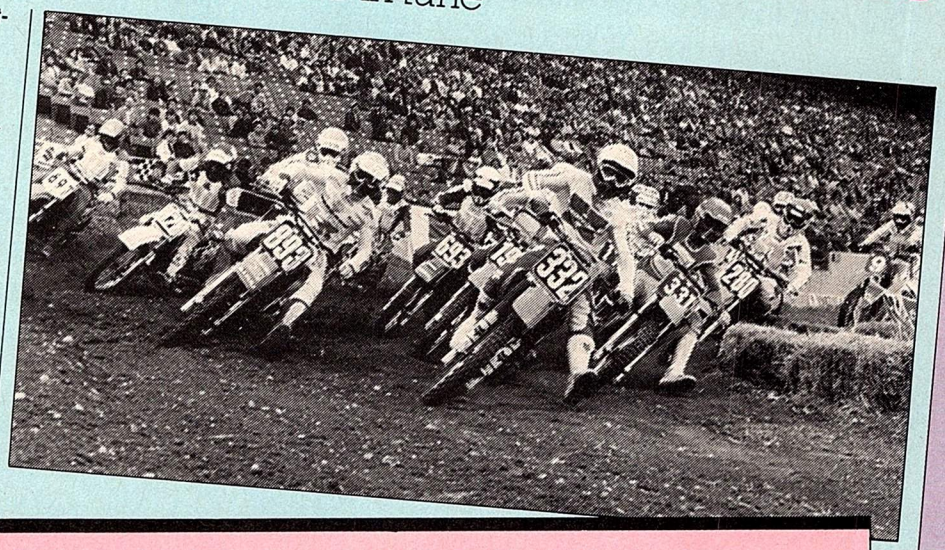
Which may lead you to wonder why you would need both a dirt bike and a Hardbody.

Well, if your dirt bike could haul a cooler, gear bag, toolbox, two friends, and a milk crate full of junk, maybe you wouldn't.

THE RIGHT STUFF

FACTORY JETTING SECRETS

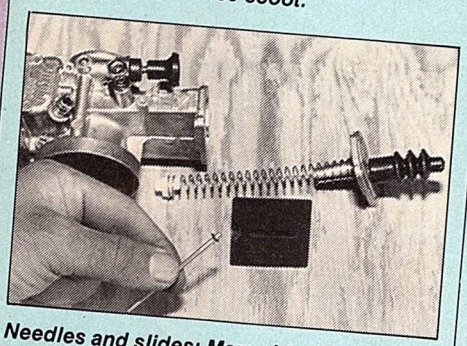
Getting your '89 in tune



Holeshot helper: Having your bike correctly jetted is critical when it comes time to line up for the start. A poorly jetted bike will bog and sputter when coming off the line, and that will prevent you from going after and obtaining that coveted holeshot. ►

☐ Does your new scoot sound like it's got a case of bad jetting? Does it foul plugs more often than you change socks? Well, if your bike is suffering from any of these problems, the *MXA* wrecking crew has a cure for your improperly jetted carb. You see, we make sure the bikes the wrecking crew rides are jetted just right, because you can't scream around the track on a bike that won't scream. So, to make sure we got all the latest info on how the new '89 bikes should be jetted, we contacted the factories to see what they recommend. We also talked to tuning experts at Pro Circuit, FMF, DMC and Race Tech to see if they had any jetting tips. So here's a look at the jetting charts for the '89 Motocrossers.

Help me . . . help me!: Even the toughest tuners shake and grimace when they hear the sound of a ratty, bad-running bike. By following the recommendations from the factories and using the highest octane gas available, you can get optimum performance from your '89 scoot.



Needles and slides: Many riders do their own wrenching and get confused when it comes time to tear into the carburetor. Never fear, with the help of our jetting chart and the easy-to-work-on carbs of today, jetting, needle position and slide changes are a breeze.

RECOMMENDED JETTING

HONDA	CR80	CR125	CR250	CR500
PILOT	Stock	Stock	Stock	Stock
MAIN	Stock	Stock	172	Stock
SLIDE	Stock	Stock	Stock	Stock
NEEDLE	Stock	#3	#4	1370 in #3
AIR SCREW	Stock	2 out	2 out	2 out

RECOMMENDATIONS: The racing department at Honda gave us the settings that are listed above. Pro Circuit recommends running the needles in the #2 position and the air screws 1-3/4 turns out on the 250 and 500. They also recommend changing from a stock 165 main jet to a 168 main jet in the CR125 with the needle in the middle position. Honda also suggested running a hotter plug in the 250 with the idle adjuster all the way off; this will make the bike less likely to foul plugs.

YAMAHA	YZ80	YZ125	YZ250	YZ490
PILOT	Stock	Stock	Stock	40
MAIN	Stock	Stock	Stock	470
SLIDE	Stock	Stock	Stock	3.0
NEEDLE	Stock	Stock	Stock	#3
AIR SCREW	Stock	Stock	1-1/2 out	2 to 2-1/4 out

RECOMMENDATIONS: Yamaha's stock Settings have been working well. Check with your dealer for update's from the factory on any future jetting change's.

KAWASAKI:	KX80	KX125	KX250	KX500
PILOT	Stock	55	Stock	Stock
MAIN	135	Stock	Stock	Stock
SLIDE	Stock	Stock	Stock	Stock
NEEDLE	Stock	#4	Stock	Stock
AIR SCREW	Stock	1-3/4 out	Stock	Stock

RECOMMENDATIONS: Kawasaki's stock settings are working well. The above changes are courtesy of KX tuning wizard Dave Miller at DMC. DMC also suggests cutting 1mm off the primary choke tower on the KX125.

SUZUKI:	RM80	RM125	RM250
PILOT	Stock	Stock	Stock
MAIN	Stock	340	350
SLIDE	Stock	Stock	Stock
NEEDLE	Stock	Stock	Stock
AIR SCREW	Stock	1-1/2 out	2 out

RECOMMENDATIONS: U.S. Suzuki recommends using 92 or higher octane gas for best results. ☐

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Doug Dubach

Photo by Kevin Sirois

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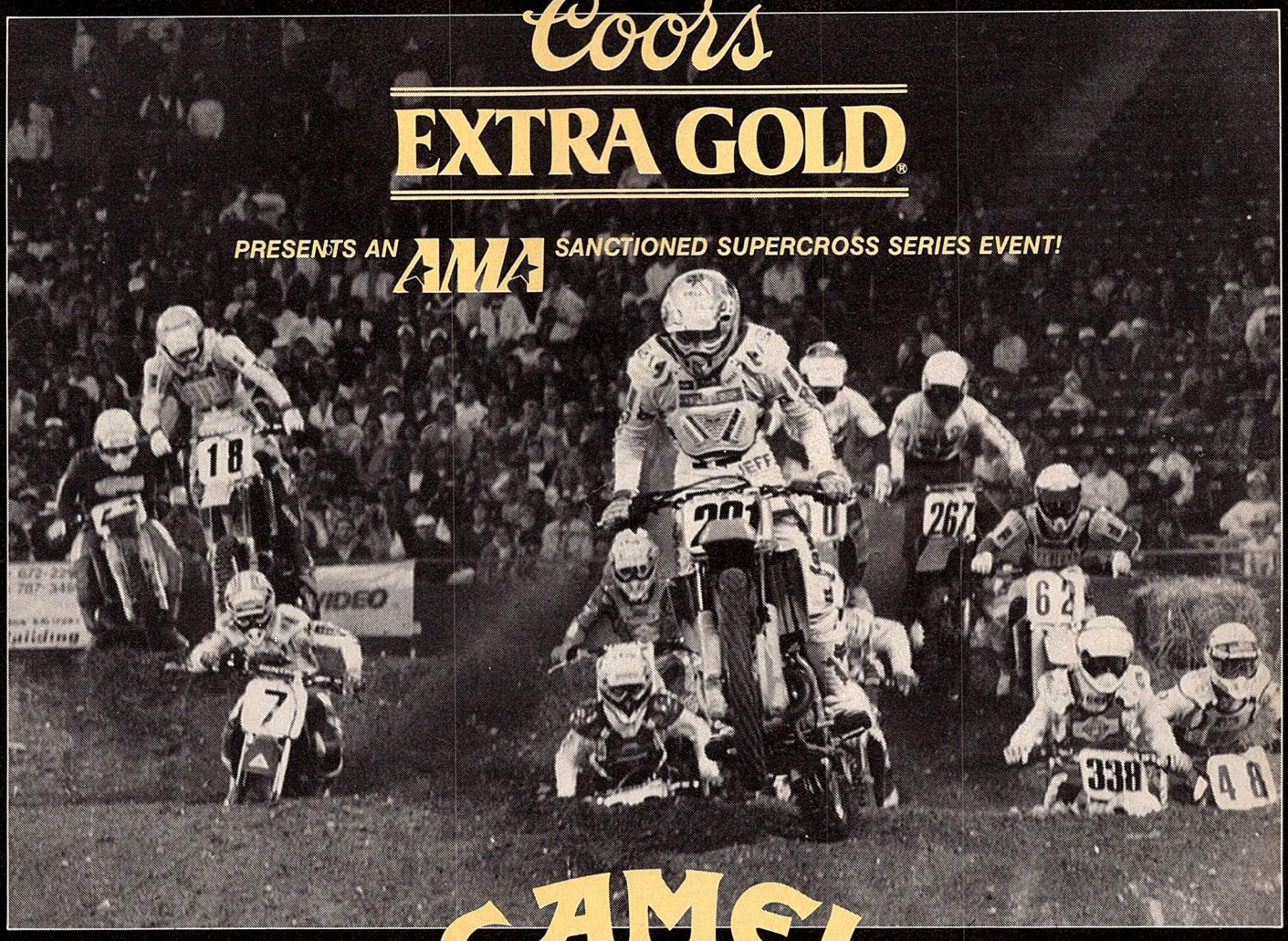

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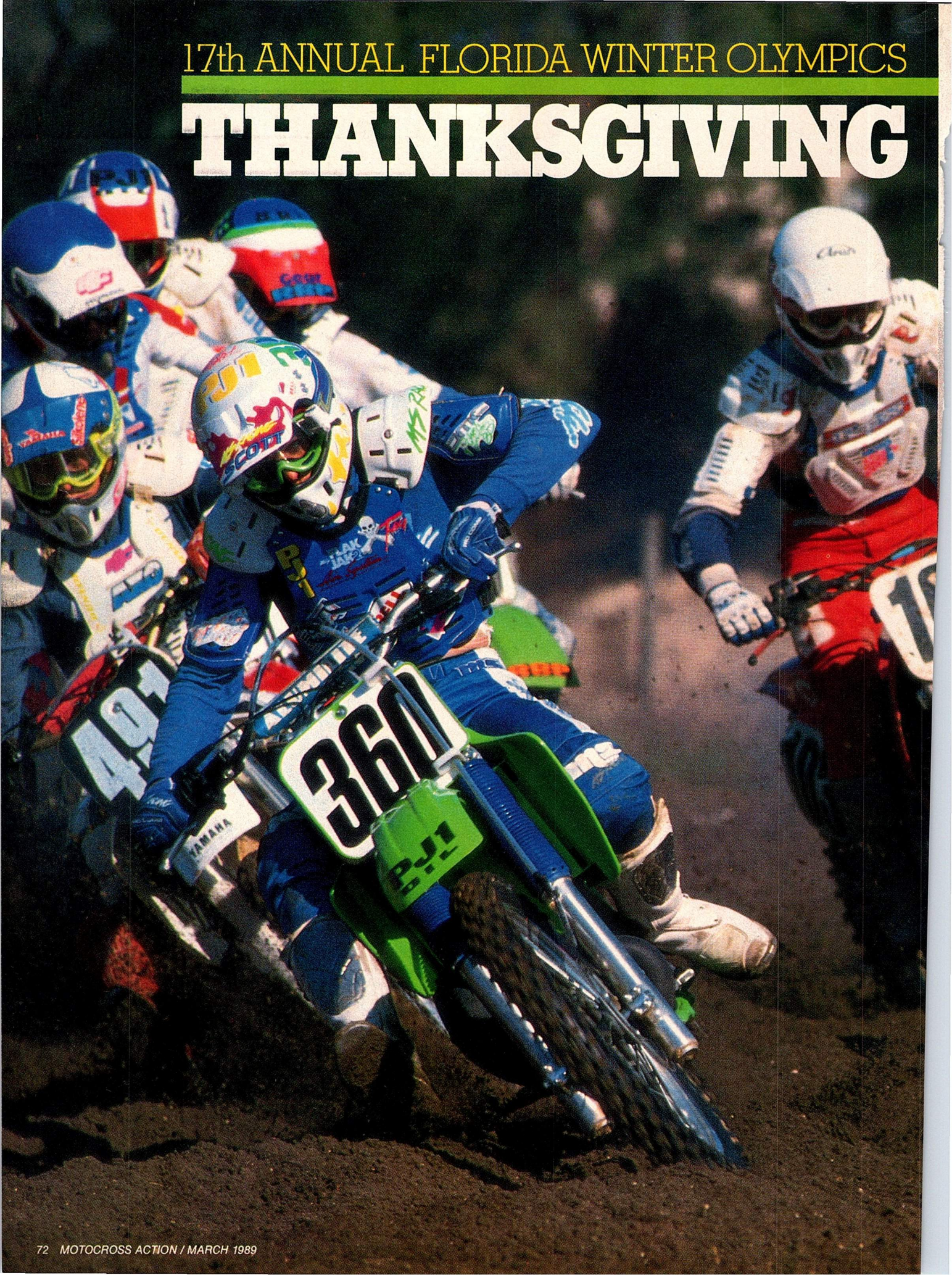

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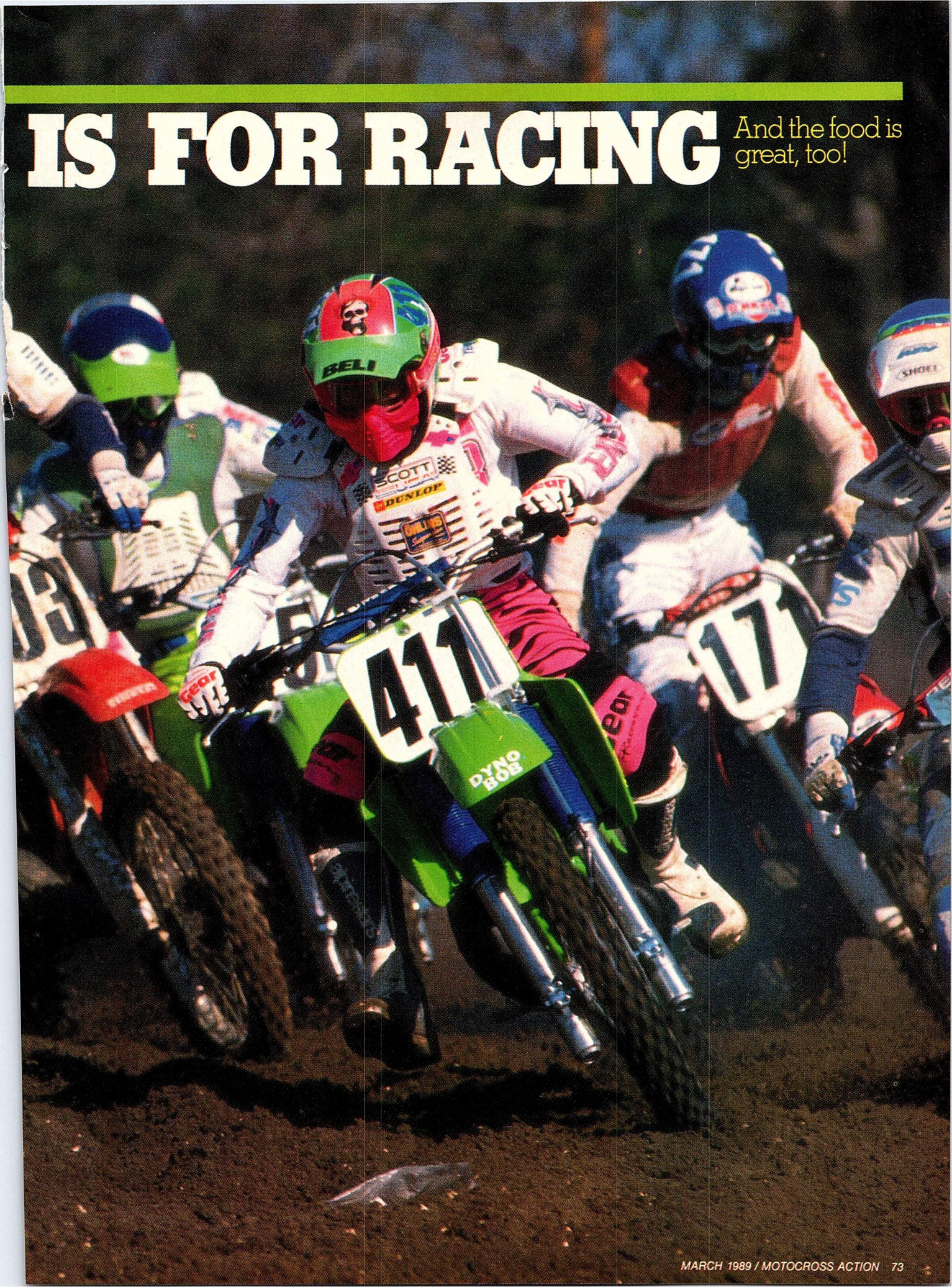

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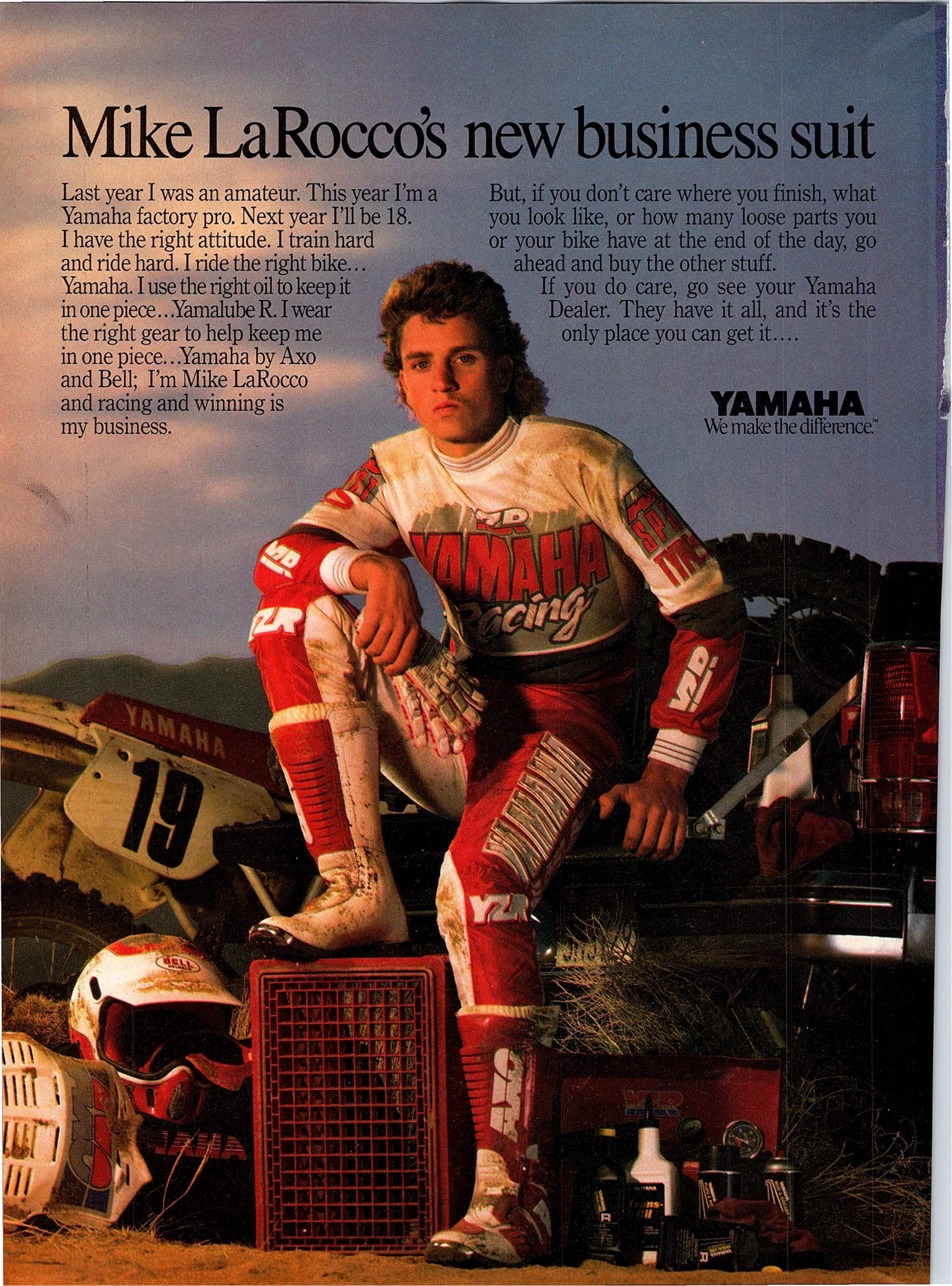

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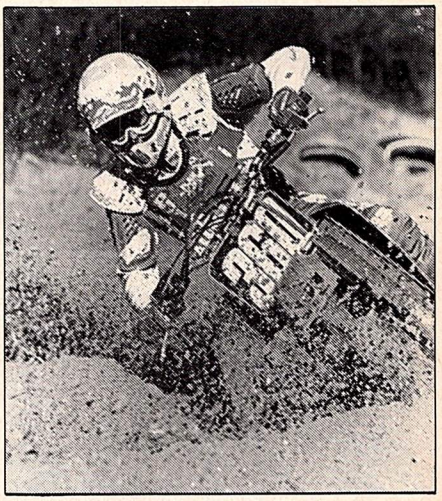


Factory guy: Denny Stephenson got roosted in this turn, but it was one of the few times, as he did most of the roosting en route to the "A" class Olympiad crown. Denny's amateur successes have landed him Jeff Matiasevich's factory support ride for 1989. He will contest the 125 West Supercross series and all the 125 Nationals.

◄ In the shadow: Texan Jeff Dement spent the Thanksgiving week dogging Ezra Lusk's every move. Despite taking wins in the 85 Modified TT and 85 Stock Supercross events, Jeff came up two points short to Lusk in the final tally. Jeff's aggressive and stylish riding should take him out of the shadows and into the limelight in the very near future. The Lusk/Dement rivalry looks to be the replacement to the Swink/Antunez battles of the last few years.

☐ I was in a rush to get out of the house, the phone rang as I was walking out the door. I debated not answering it, but I didn't want to spend the rest of the day wondering who was calling, so I picked up the phone and said hello.

"Well, hey! . . ." came a voice from the other end. It was my girlfriend Carolyn, ever perfect in her sense of timing. "How was Japan? I'll bet you're sick of raw fish."

"You can say that again, I'm dying for some good American food. Heck, I'd even let Zap talk me into having a burrito at this point," I replied

She was quick to respond. "Save your appetite and in two more days you can gorge yourself on one of my legendary Thanksgiving dinners of turkey . . ." I was even quicker to interupt.

"Sorry hon, I'm headed to the airport right now. I'm going to be spending Thanksgiving in Florida covering the Winter Olympics." As much as I would have liked to have seen her, it was a welcome excuse to avoid her cooking. So far the only prowess she had shown in the kitchen was in making French toast—the frozen kind you put in a toaster.

"Winter Olympics? . . . Since when is motocross part of the Olympics? Just what are you trying to pull, anyway?" she grumbled back.

"Nothing, dear. It's more than just a motocross race, it's a motorcycling Olympiad with four different types of racing. They have motocross, Supercross, tourist trophy and hare scrambles events which are combined to determine overall winners for 11 classes, from the pee-wees to the pros. It is a really exciting week, there will be a lot of great racing!" Despite having jet lag, I was looking forward to traveling across the country for this event.

Carolyn didn't share my enthusiasm. "It doesn't sound too exciting to me. There can't be many people willing to give up Thanksgiving dinner to go racing."

"You'd be surprised at how many people there are at this event. Last year there were over 1600 riders and their families, and they already have that many pre-entered this year. The Winter Olmpics is very prestigious; in fact they are talking about making it a limited-entry event like the Mammoth Mountain race. This is the top of the ladder, the granddaddy of amateur racing. And they don't have to give up Thanksgiving dinner because Bevo and Tip cook up a truckload of turkey and fixin's." My mouth was watering just thinking about all the food.

"Are you telling the truth? The last time I planned a big meal you said you were covering a race, too. You ended up staying at Zap's house, and you didn't come home until his refrigerator was empty," she lamented.

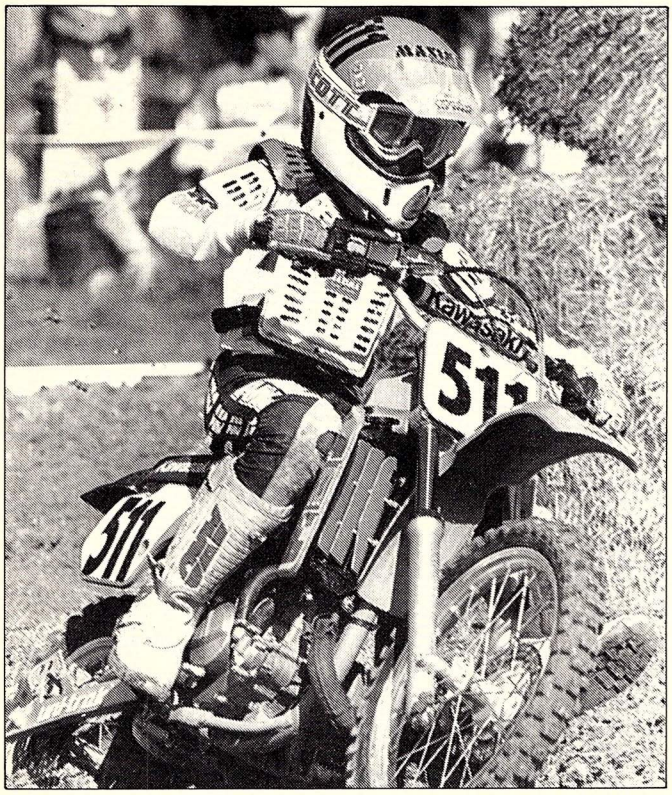
There was only one way to convince her. "Why don't you come with me and see for yourself? You'll have a great time," I said in desperation.

"I would, but my mom is on the way over to help me figure out how to get this 25-pound turkey into the microwave . . ."

I hung up the phone and made a beeline for the door. I couldn't wait to get to Florida.

Hey Momma: Inspired by, but not to be outdone by, his brother Damon's exploits, young Zack Bradshaw plans to get serious in his racing. Zack had several stellar rides that were marred by crashes, yet despite these setbacks he captured fourth overall in the 85 7-11 Olympiad points. Zack will be one to watch in the near future.

Duel of death: Pennsylvania's Shane Lawson (3) and Maryland's Billy Schlag (4) waged a week-long duel of death in the 85 14-15 class. The two speedsters were rarely separated by more than a bike length in any of the 12 motos they raced. In the end, Billy Schlag triumphed by one point to win the Olympiad. Is this the beginning of a great rivalry?



Just rewards: After narrowly losing the 65 7-11 crown to Greg Rand in '87, Kevin Windham was determined to take home an Olympiad title in '88. Kevin did just that, and pulled off an upset at the same time, by beating Robbie Reynard for the 85 7-11 championship. Kevin did it by dogging Reynard through the week's events, then taking the win and the title in the Grand Prix.

Attack of the mafia: David Beckington returned to Florida to repeat as Olympiad winner for the 125 14-15 class. The Michigan mafioso is being touted as the next great rider to come out of the Great Lakes State. That is high praise, given that amongst his peers are several fast Michigan riders (Kitsch, Bowen, Swink) already receiving such praise.

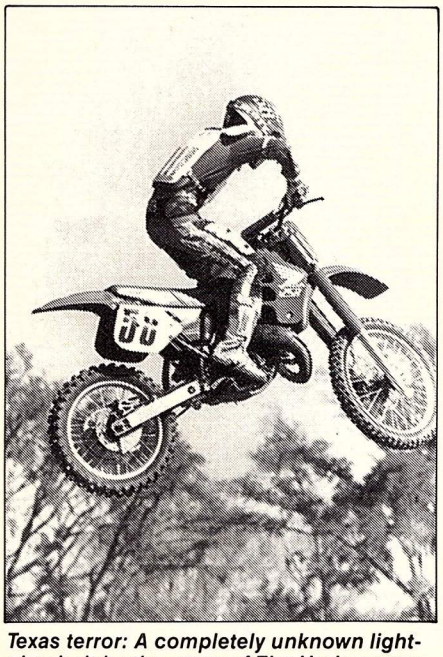
FLORIDA WINTER OLYMPICS

Mud in your eye: Winter rains turned the first day's TT event into a mud bog, and a race of survival. Georgia's Sean Dukes (426) found that the best way to survive, and avoid mud in the face, was to holeshot. Sean went wire-to-wire to win the 125 A class final in spite of the slimy conditions.

Snowman: Californian Butch Smith won the 85 12-13 Olympiad Championship in 1987. A year later Butch returned to the Sunshine State to claim the crown in the 250 B class. The diminutive youngster was impressive throughout the week, and credits his success to the tutelage he has gotten from his dad and Bob Hannah.

Onward and upward: In his last major event as an 11-year-old in the 65 7-11 class, Greg Rand successfuly defended the Olympiad title he had won the year before. The Ohioan will make the jump to the 85 12-13 class, and will spend the winter in Florida contesting the Winter Series. Rand has all the markings of a future superstar.

FLORIDA WINTER OLYMPICS



Texas terror: A completely unknown lightning bolt by the name of Tim Hodes came out of Texas to strike down the competition in the 125 B class. Tim took his Weidler Dynamics Honda to several impressive event wins in both the Stock and Modified classes. Tim is yet another of the many riders who have used the Winter Olympics to vault themselves into national prominence.

Novice ace: The C (novice) class was by far the Winter Olympics' largest, with over 150 riders participating. After all the motos were complete and counted, Georgia's Lance Shanan Brannon found himself at the top of the mountain. Lance took wins in all of the events except the TT, including wins in both the 125 and 250/500 motocross event.

Hammerin' Hank: The B class has long been regarded as the class where the unknown and darkhorse riders make themselves known. Hank Moree is a talented rider unknown outside of Southeast racing circles. The young South Carolinian was in contention for top honors in both the 125 and 250 B classes before a crash in the 250 motocross final dropped him off the pace. Expect to hear more noise from Hank in the near future.

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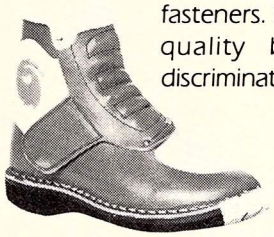

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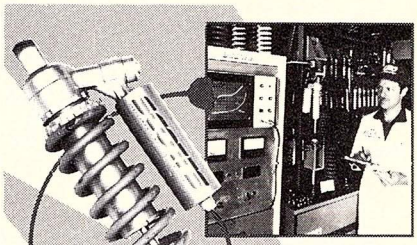

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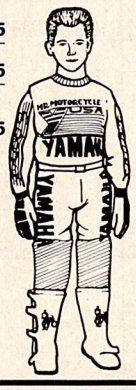

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Turbo Plus $149.95
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Mr. Motorcycle

Kids	$69.95
Adult	$89.95

O'Neal

Bullet	$144.95

$129.95
COMPARES AT $179.95

MR. MOTORCYCLE GOLD CUP BOOTS

- Leather Upper
- Speed Lacing
- Velcro Closure
- Red, Wht, Blu, or Black.
- Molded Plastic Protection On Sides And Top.
- Sizes Up To 15

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ROK JACKET II
$39.95

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O'NEAL ROK BLOK
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ROK SHIELD
$64.95

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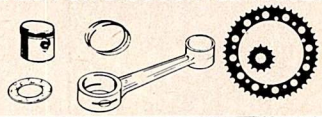
FACTORY YAMAHA *PARTS*

LARGE INVENTORY — CALL FOR DISCOUNTED PRICES!!



O'NEAL BOOT/GEAR BAGS

Trak Pak 13000 *20 x 18 x 36*	$54.95
Trak Pak 6300 *14 x 16 x 28*	$34.95
Trak Pak 4400 *13½ x 13½ x 24*	$24.95
Belt Bag	12.95
Tool Pak	19.95

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Blue Tiedowns	$14.95 pr
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Our Price Can't Be Beat

#83s YOUTH	$12.95
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BEL-RAY OIL-LUBE

	6 PACK	FULL CASE
MC1+ 12.3oz	$17.95	$68.95/24ct
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Gear Oil 32oz	$19.95	$37.95/12ct
Fork Oil 16oz	$11.95	$22.95/12ct
Air Filter Oil 16oz	$14.95	$26.95/12ct
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GOLDEN SPECTRO OIL

	6 PACK	CASE 24
2 CYCLE (12 oz.)	18.95	64.45
	6 PACK	CASE 12
GEAR OIL (Quart)	24.95	38.95
4 CYCLE 10W40 or 20W50	26.95	49.45

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O-RING VC SERIES
520 x 119, 129 **$50.00**

SUBAKI

QR SERIES
520 x 110, 120 **$28.00**
OMEGA O-RING
520 x 110, 120 **$55.00**

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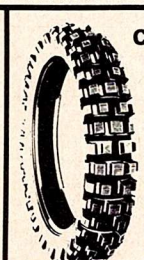

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300x21 C-755
460x17 **2** Tires
530x17
460x18
530x18

$49.95 *1 Front - 1 Rear

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K139	300 x 21	$56.95
K490	300 x 12	20.95
K490	410x14	27.95
K490	120/80x18	39.95
K490	130/80x18	41.95
K490	140/80x18	44.95
K490	300x21	59.95
K595	100/100x18	49.95
K595	120/100x18	59.95
K695	100/100x18	59.95
K695	110/100x18	64.95
K695	120/100x18	69.95
K695	110/100x19	69.95
K995	100/100x18	59.95
K990	110/100x18	64.95
K990	120/100x18	69.95

METZELER

MX	500x17	$79.95
MX	100/90x18	59.95
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MX	150/80x18	77.95
MX	300x21	49.95
MX	325x21	56.95
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MULTI X	450x17	64.95
MULTI X	410x18	59.95
MULTI X	450x18	69.95
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PERF X ht	510x18	69.95
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PERF X ht	140/80x18	69.95
PERF X st	300x21	44.95
MXR 299 st	90/90x21	54.95

PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

WINTER OLYMPICS

Athie Sanders

This year: "Maybe next year I'll win," said Ezra Lusk after narrowly losing the 85 12-13 class in '87. Ezra did indeed win in '88, adding yet another title and giant trophy to his burgeoning collection. Lusk appears to have cured himself of the crashitis that plagued his early career, and looks to become the next great mini sensation.

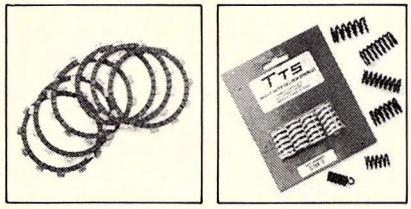
Too tough: Brian Swink is regarded by many to be the toughest and most aggressive mini rider on the planet. Brian showed his toughness by traveling to Florida not to race, but to flag, while being on the mend from a dislocated hip and broken leg. When Brian returns to action in the spring he will move to the big bikes, possibly as a Suzuki factory support rider. □

RESULTS: 17th ANNUAL FLORIDA WINTER OLYMPICS

1988 OLYMPIAD WINNERS

65cc 7-11 ..... Greg Rand	*125 Youth* ..... David Beckington	*125/250/500 Expert* Denny Stephenson
85cc 7-11 ..... Kevin Windham	*125/250 Novice* ..... Lance Brannon	*Seniors* ..... Bob Bean
85cc 12-13 ..... Ezra Lusk	*125 Intermediate* ..... Tim Hodes	*Bronze Bike* ..... Greg Rand
85cc 14-15 ..... Billy Schlag	*250 Intermediate* ..... Butch Smith	*Scott Golden Goggles* ... Butch Smith

Redline®
CLUTCH KITS & SPRINGS



Looks like OEM, but the big difference is the price. RedLine friction plate sets cost less and are guaranteed to perform. Fit new heavy-duty clutch springs for reduced slip. Available for all Japanese motocross bikes and ATVs.

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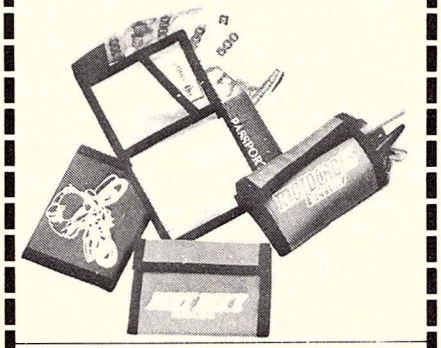
12860 Bradley Avenue, Sylmar, CA 91342 (818) 362-5534



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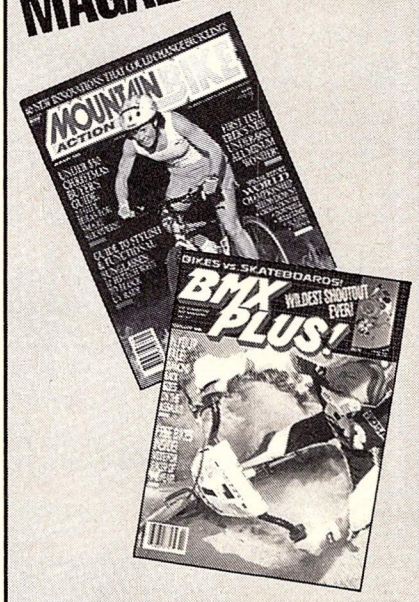
Flash *your* favorite logo (which one and how many?)
□ *Motocross Action* □ *Dirt Bike* Magazine
Choose from blue_____ tan_____ or red_____
Quantity _____
$9.50 ea (includes postage and handling).

Name _____
Address _____
City_____ State_____ Zip_____
I'm sending □ Money order (no delay)
□ Check (30 days) payable to PLUS PRODUCTS
Charge my □ MasterCard □ VISA Exp. date_____
Card #_____ Signature_____
Mail to PLUS PRODUCTS, Dept. J, PO Box 9501, Mission Hills, CA 91345-9501

THE NUMBER ONE BICYCLE MAGAZINES!



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RM's and PE's (all yrs) $26.95

SWING ARM BEARING AND SPACER KIT

Consists of two **GENUINE SUZUKI** swing arm bearings and two spacers.

RM 80/100 (1976-85) **$25.15**
RM 80 (1986-88) **32.40**
RM 125 (1975-80) **24.60**
RM 125 (1981-88) **31.95**
RM 250/370/400 (1976-80) . . **42.50**
RM 250 (1981-88) **38.40**
PE 175 (all yrs) **31.95**
PE 250/400 (all yrs) **38.40**

SUZUKI CLUTCH PLATES

FIBER DRIVE PLATES

RM 80/100/125 (1975-88) **$6.95 ea.**
RM 250/370/400 (1976-78) **8.80 ea.**
RM 250/400/465/500 (1979-85) **7.50 ea.**
RM 250 (1986-88) **8.55 ea.**
PE 175/250/400 (all yrs) **8.80 ea.**

CABLES

Replace your worn cables with **GENUINE SUZUKI FACTORY** cables.

THROTTLE

RM 80/100 (1978-88) **$11.30**
RM 125/250/370/400 (all yrs) **12.50**
PE 175/250/400 (all yrs) **12.50**

CLUTCH

RM 80/100/125 (1975-85) . . **$13.25**
RM 80/125 (1986-89) **16.95**
RM 250/370/400/500 (1976-86 & 88) **17.25**
RM 250 (1987) **23.25**
PE 175/250/400 (1976-84) . . **14.95**

FRONT BRAKE

RM 80/100 (all yrs) **$10.60**
RM 125/250/370/400 (all yrs) **13.35**
PE 175/250/400 (all yrs) **13.50**

STATOR PLATE

GENUINE SUZUKI

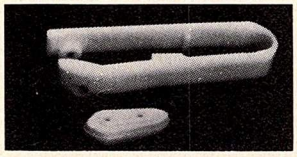
RM 80 (1979-86) **$87.25**
RM 125 (1979-86) **105.80**
RM 80/125/250 (1987-88) . . **119.50**
RM 250/370/400 (1976-86) . . **99.25**
PE 175/250/400 (all yrs) **99.25**

FORGED Wiseco PERFORMANCE PISTONS

COMPLETE PISTON SET PISTON, RINGS & CIRCLIP'S.

RM 80 (all yrs) **$42.99**
RM 100/125 (all yrs) **54.54**
RM 250 (all yrs) **60.84**
RM 370/400/465/500 (all yrs) **70.29**
PE 175 (all yrs) **55.59**
PE 250 (all yrs) **60.84**

CHAIN BUFFER SET



Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on year and model.

RM 80 (1977-85) **$13.40**
RM 80 (1986-88) **15.30**
RM 100 (all yrs) **20.50**
RM 125/250/370/400 (1976-79) **11.95**
RM 125/250/400 (1980-87) . . **19.95**
RM 125/250 (1988) **29.95**
PE 175/250/400 (all yrs) **18.85**

BRAKE SHOES – GENUINE BRAKE PADS SUZUKI

Front

RM 80/100 (1976-85) . . . **$11.25 pr.**
RM 80 (1986-88) . . . . . **21.60 set**
RM 125 (1975-84) . . . . . **13.40 pr.**
RM 125/250 (1985-88) . . **24.65 set**
RM 250 (1976-80 & 83-84) **13.40 pr.**
RM 250 (1981-82) . . . . . **16.40 pr.**
RM 370/400/465/500 (1979-84) . . . . . **16.40 pr.**
PE 175/250/400 (all yrs) . . **16.40 pr.**

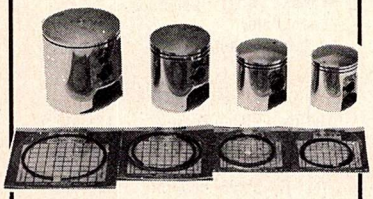
Rear

RM 80 (1977-88) . . . . . **$11.25 pr.**
RM 100/125 (1975-87) . . . **13.40 pr.**
RM 125/250 (1988) . . . . **32.54 set**
RM 250/370/400 (1976-78) **13.40 pr.**
RM 250/400 (1979) . . . . . **18.35 pr.**
RM 250/400/465/500 (1980-86) . . . . . **13.40 pr.**
RM 250 (1987) . . . . . **32.54 set**
PE 175/250/400 (all yrs) . . **16.30 pr.**

PISTONS RINGS

GENUINE SUZUKI PISTONS

RM 80 (all yrs) **$24.50**
RM 100/125 (1977-88) **33.60**
RM 250 (1976-81) **42.25**
RM 250 (1982-88) **38.50**
RM 370/400/465/500 (all yrs) **46.70**
PE 175/250/400 (all yrs) **39.95**



GENUINE SUZUKI RINGS

RM 80/100 (1977-87) **$19.80**
RM 80/125 (1988) **13.90**
RM 125 (1975-87) **21.70**
RM 250/400/465/500 (1977-88) **13.40**
PE 175 (all yrs) **22.95**
PE 250 (all yrs) **14.95**
PE 400 (all yrs) **27.95**

TOP END GASKET KIT

HEAD, BASE & REED GASKET

RM 80/100 (all yrs) **$8.80**
RM 125/250/370/400 (1975-80) **8.80**
RM 125/250/500 (1981-85) . . **11.75**
RM 125/250 (1986-88) **14.60**
PE 175/250/400 (all yrs) **8.95**

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NEW IMPROVED DUAL STAGE FOAM AIR RACING FILTERS, ESPECIALLY DESIGNED FOR **RM'S & PE'S.**

• Hi air flow • Superior dirt stopping ability. • Proven effective in NATIONAL & INTERNATIONAL MOTO-CROSS RACING.

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RM 80/100 (all yrs) **$14.95**
RM 125/250/370/400 (1978-80) **12.95**
RM 125/250/465/500 (1981-83) **11.95**
RM 125/250 (1984-88) **14.95**
PE 175/250/400 (all yrs) **13.95**
Bel-Ray Foam Air Filter Oil **2.95**

FENDERS

ORIGINAL . . . STOCK. Fit perfectly for each year and model. **NO DRILLING HOLES. BOLTS RIGHT ON. TEAM SUZUKI COLOR.**

Front

RM 80 (1983-88) **$30.95**
RM 100/125/250 (1976-81) . . **43.90**
RM 125/250/465/500 (1982-88) **39.80**
PE 175/250/400 (all yrs) **41.50**

Rear

RM 80 (1983-88) **$26.95**
RM 125/250/465/500 (1981-88) **35.25**

SPROCKETS . . . CHAIN

BLACK LIGHTNING RACING SPROCKETS.

(NEW) engineering development from MAC.

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RM 80/100/125/250 (all yrs) **$10.95**
RM 370/400/465/500 (all yrs) **11.95**
PE 175/250/400 (all yrs) **11.95**

REAR

BLACK LIGHTNING. Alloy, light wt., bullet proof, wears twice as long as any sprocket on the market.

RM 80 (all yrs) **$29.95**
RM 100/125/250 (all yrs) **33.95**
RM 370/400/465/500 (all yrs) **35.95**
PE 175/250/400 (all yrs) **33.95**

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"NEW GROOVE" WORLD'S BEST GROOVED "SELF CLEANING" REAR SPROCKET.

RM 80 (1981-88) **$33.95**
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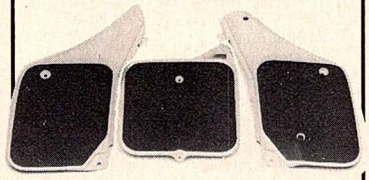
D.I.D. HI-SPEED CHAIN. Pre-stressed special heat treated for hardness.

RM 80 (all yrs) **$22.95**
RM 100/125 (1975-79) **26.95**

DIAMOND CHAIN. As hard as its name.

RM 125/250 (1980-88) **$36.95**
RM 370/400/465/500 (all yrs) **37.95**
PE 175/250/400 (all yrs) **36.95**

NUMBER PLATES SIDE PANELS



ORIGINAL EQUIPMENT. Designed to fit each year and model. **BOLTS RIGHT ON. GENUINE SUZUKI.**

Front Number Plate

RM'S & PE'S (all yrs) **$13.95**

Side Panels

RM 80 (all yrs) **$22.25**
RM 100/250/370/400 (1976-85) **25.65**
RM 125/465/500 (1975-85) . . **24.75**
RM 125/250 (1986-88) **21.90**
PE 175/250/400 (all yrs) **23.50**

CRANK MAIN BEARING AND SEAL KIT

GENUINE SUZUKI FACTORY PARTS.

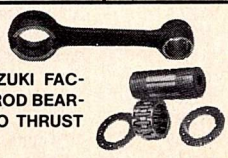
Consists of two Suzuki's **NEW IMPROVED** main bearings, two crank seals and "O" ring when indicated.

RM 80 (all yrs) **$30.95**
RM 100/125/250 (all yrs) **37.80**
RM 370/400/465/500 (all yrs) **45.40**
PE 175/250 (all yrs) **35.95**
PE 400 (all yrs) **44.95**

BOYESEN DUAL STAGE RACING REEDS BOLT ON HORSEPOWER

RM 80 (all yrs) **$10.95**
RM 100/125 (1976-81) **12.95**
RM 125 (1982-83) & (1987-88) **25.95**
RM 125 (1984-86) **12.95**
RM 370/400 (all yrs) **13.95**
RM 250/465/500 (1981-88) . . **29.95**
PE 175/250/400 (all yrs) **13.95**

CRANK REBUILD KIT



Consists of GENUINE SUZUKI FACTORY parts. ROD, LOWER ROD BEARING, CRANK PIN, AND TWO THRUST WASHERS.

RM 80/100 (1976-85) **$49.75**
RM 80 (1986-88) **55.60**
RM 125 (1975-81) **49.95**
RM 125 (1982-88) **69.50**
RM 250/370/400 (1976-88) **84.80**
PE 175 (all yrs) . . . **62.30**
PE 250/400 (all yrs) **79.95**

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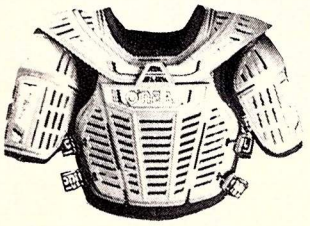

O'Neal Rok Blok Chest Protector $79.97

Acerbis Disc Handguards $12.99

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AXO Turbo Plus	159.99
Hallman MX Force	104.99
O'Neal Bullet	139.99
O'Neal Trail Pro	104.99
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MS Stage I	109.99

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Bell w/Lexan Lens	10.99
Oakley "O" Std. Lens	12.99
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Oakley "L" Over Glasses	19.99
JT RV Std Lens	9.99
JT GSX-1 Lexan Lens	16.99
Scott 83 Std Lens	12.99
Scott 89 Lexan Lens	14.99
Scott 87 Over Glasses	18.99
Scott 109 Venturi	19.99
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Oakley Attack Mask	9.99
Scott Face Mask	5.99
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JT Mask	6.99
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JT Pro Tour	34.99
MS Pro Series	14.99
MS ColorCross	39.99
O'Neal Ultralite Cotton	14.99
O'Neal Ultralite 50/50	18.99
O'Neal Bullet	29.99
Sinisalo Cotton	12.99
Sinisalo World 50/50	21.99
USA Sport	14.99
USA Duo Sport	19.99
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Chest Protectors

Acerbis Front Flex	59.99
Acerbis Full Flex	79.99
Aero Youth Full	49.99
Aero Adult Front	39.99
Answer ACIII Lite Front	64.99
Answer ACIII Full	89.99
AXO SG2 Front	59.99
Hallman Youth Full	59.99
Hallman ProArmor II Full	79.99
Hallman Mach 5 Front	49.99
Hallman Mach 5 Full	89.99
HRP Attack Jak Front	66.99
HRP Flax Jak Youth Full	74.99
HRP Flax Jak Full	92.99
JT V500 Front	39.99
JT V1000 Front/Arms	49.99
JT V2000 Full/Arms	79.99
O'Neal Youth Rok I Front	21.99
O'Neal Youth RokII Full	34.99
O'Neal Mini Racer Full	64.99
O'Neal Rok I Front	59.99
O'Neal Rok Blok Full	79.97
Sinisalo Youth	24.99
Sinisalo S2 Front	49.99
Sinisalo S1 Full	69.99

Gloves

Answer SpecialCross	34.99
AXO Series 29 youth	22.99
AXO Series 29 Adult	28.99
AXO Series 40	38.99
Gear Logo	16.99
Gear Pro	23.99
Hallman Pro GP II	16.99
Hallman Enduro Wet	18.99
Hallman Viking	24.99
JT Half Breed	19.99
JT Flexon	34.99
MS Stage 1	15.99
MS Pro Comp	20.99
MS Enduro	29.99
O'Neal Prolite	14.99
O'Neal Qualifier	19.99
O'Neal Bullet	28.99
Sinisalo Sport	19.99
Sinisalo SCD	28.99

Kidney Belts

Answer ACIII	27.99
AXO Super Belt	30.99
AXO Youth	22.99
Gear	19.99
Gold Belt Pro	18.99
Gold Belt Regular	20.99
Gold Belt Cool One	19.99
Gold Belt Youth	15.99
Hallman Youth Verta Belt	27.99
Hallman Verta Belt	33.99
JT Fan Belt	28.99
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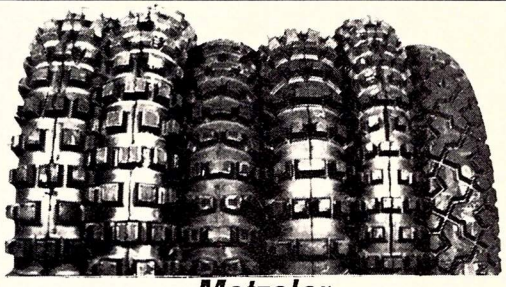

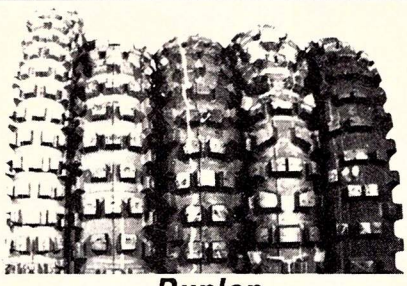

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4.50-18 Rear	50.97
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4.10-17 Rear	52.97
4.50-17 Rear	55.97
5.10-17 Rear	59.97
4.10-18 Rear	53.97
4.50-18 Rear	59.97

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130/80-18	64.97
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MRX 199/299 Soft Terrain	
110/90-18	52.97
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5.10-17 Rear	72.97
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300-21 Front	54.99
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130/80-18 Rear	35.97
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K595 Hard Terrain	
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K695 Intermediate Terrain	
100/100-18 Rr.	53.97
110/100-18 Rr.	57.97
120/100-18 Rr.	61.97

K990 Soft Terrain	
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100/100-18 Rr.	53.97
110/100-18 Rr.	57.97
120/100-18 Rr.	61.97

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100/100-18 Rr.	46.99
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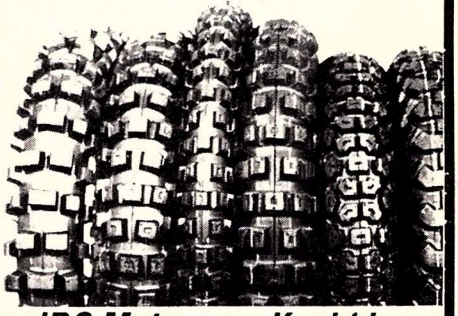

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4.10-17	4	27.99
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4.50-18	6	27.97
5.10-18	6	30.97
5.30-18	6	31.97
3.00-21	4	18.97

K270 Enduro/Dual Purpose		
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4.00-18	4	23.99
4.10-18	4	26.99
4.50-18	6	34.99
5.10-18	6	39.99
4.60-17	6	26.99
5.10-17	6	37.99
K270 Front		
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5.30-18	6	34.99
C761 Bermaster Rear		
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140/80-18	47.99	N/A	N/A
70/100-21	N/A	N/A	25.99
100/80-21	N/A	N/A	29.99

Interm. Terr.	Type	Price
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410-14	MOAR	25.99
110/80-14	M3	28.99
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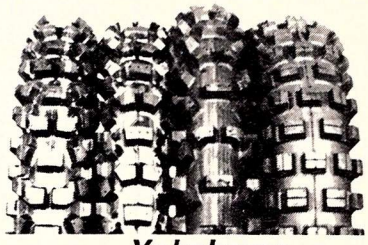

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LIVING WITH UPSIDE-DOWN SHOWAS

UNRAVELLING THE MYSTERIES OF '89 CR250 FORKS

A horror story turned into a fork fairy tale

By Jody Weisel

☐ "How's the new Honda?" asked Jimmy Mac at the races about three months ago. The Mac's not a Honda guy, so when he asks for my opinion on my CR it is because he knows that I'm hating life. Last year he asked me how I liked the '88 CR250 every Sunday for eight months. And I had switched to Yamaha eight months before.

"It's got the best motor ever," I replied. "It pulls forever. It's the killer death motor. Nothing can touch it!" I'd say. And the 1989 Honda motor is the best 250 motor on the track. No lie!

"What about the suspension?" asked the Mac. The guy is pretty irritating, and if I hadn't known him for 15 years I'd have told him to buzz off.

"Buzz off," I said. And he laughed and laughed and laughed. Lovely Louella, my girlfriend, thought he was going to choke, he was laughing so hard. I wished he would.

But the Mac was only bringing reality to the surface. It could pass for humor where he comes from, but for me the suspension on my 1989 CR250 was not funny. It was grim. I had to fix it. I had to fix it fast. I had to pull strings. I had to call in all the markers. I had to have an answer for the Mac by next Sunday.

LITTLE DID I KNOW

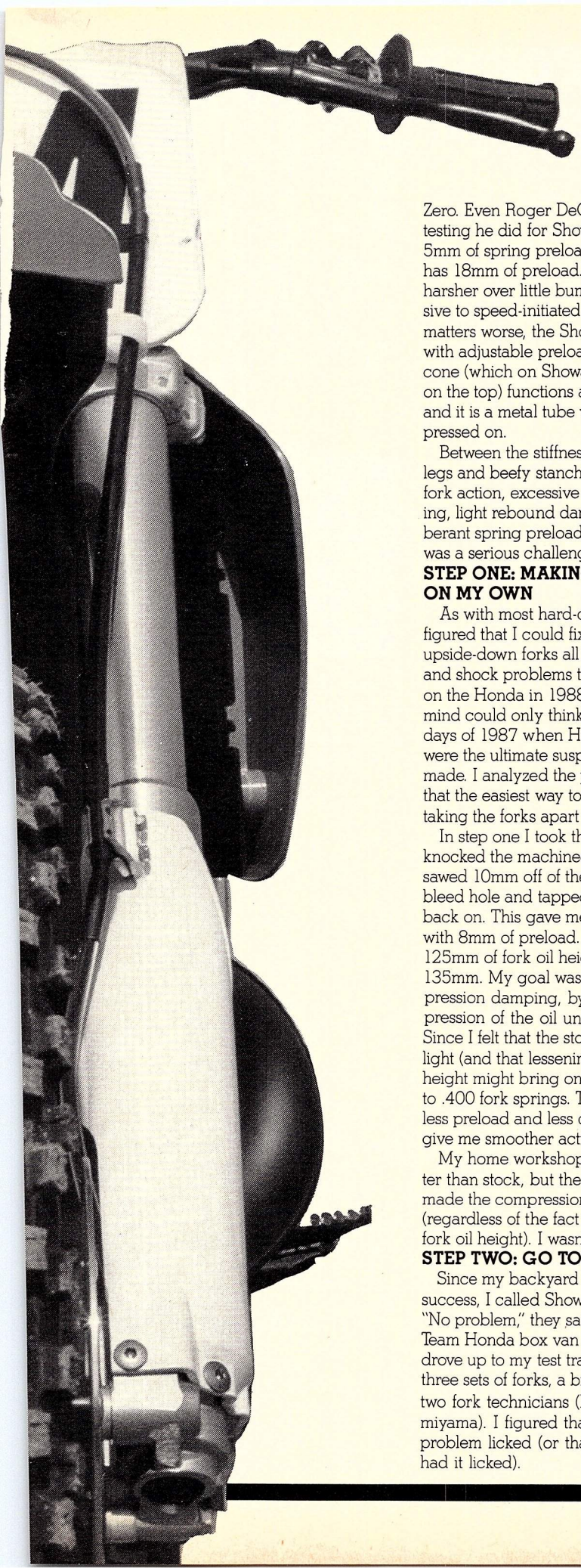
Little did I know that I was going to go on a fork-testing odyssey that would take me through the netherworld of fork problems. My eyeteeth were going to be jarred. My spinal column was going to be shortened in the whoops. And the clang of metal was going to be accompanied by the sound of my visor hitting the crossbar pad. It would also take me more than the seven days I had vowed, but I wanted to eventually be able to say to the Mac when he asked about my suspension—"It's great!"

If you own a 1989 Honda CR250 then you probably already know about the stock forks. But for those of you who are considering a Honda or are masochists, here is what they are all about. First, the upside-down Showas have 45mm lower legs that slide up into ultra-stiff aluminum stanchion tubes. Word around the industry was that Showa had milled the lower portion of the aluminum stanchions thinner after prototype test riders complained that the impact of bumps hurt their hands. Another rumor was that lower brackets on pre-production test forks broke off. Insiders report that Showa retooled the cast piece at the last minute.

Secondly, the fork action is exceptionally harsh. The forks don't bottom over big jumps, but they chatter like crazy over little bumps. And every impact is transmitted through the beefy 45mm fork legs into the rider's arms. For comparison, the fork legs on White Power upside-down forks are 40mm and Yamaha/Suzuki upside-down Kayabas are 41mm. The 45mm Showa legs are massive!

Third, compression damping is very harsh, while rebound damping is on the light side. The .380-kilo spring seems a little light at first, but in stock trim it is just about perfect (except for one setup glitch).

Finally, the stock .380 fork spring is set up with 18mm of spring preload. Too much. How much too much? Many fork tuners prefer to set up forks with no preload at all.



Zero. Even Roger DeCoster said that all the testing he did for Showa was done with 5mm of spring preload. The 1989 Honda has 18mm of preload. This makes the forks harsher over little bumps and less responsive to speed-initiated movement. To make matters worse, the Showa forks do not come with adjustable preload. The bottoming cone (which on Showa upside-down forks is on the top) functions as the preload spacer and it is a metal tube with a machined ring pressed on.

Between the stiffness of the 45mm fork legs and beefy stanchion tubes, the harsh fork action, excessive compression damping, light rebound damping and overexuberant spring preload, fixing the stock forks was a serious challenge.

STEP ONE: MAKING MISTAKES ON MY OWN

As with most hard-core motocrossers I figured that I could fix the stock Showa upside-down forks all by myself. The fork and shock problems that had stymied me on the Honda in 1988 were forgotten. My mind could only think back to those glory days of 1987 when Honda cartridge forks were the ultimate suspension unit ever made. I analyzed the problems and decided that the easiest way to fix the trouble was by taking the forks apart and doing it myself.

In step one I took the bottoming cone and knocked the machined ring off of it. I hacksawed 10mm off of the cone, redrilled the bleed hole and tapped the machined ring back on. This gave me a bottoming cone with 8mm of preload. Next I took the stock 125mm of fork oil height and I lowered it to 135mm. My goal was to get smoother compression damping, by lessening the compression of the oil under stroke pressure. Since I felt that the stock spring was too light (and that lessening the preload and oil height might bring on bottoming) I switched to .400 fork springs. The stiffer spring (with less preload and less oil) theoretically would give me smoother action.

My home workshop method worked better than stock, but the stiffer spring only made the compression damping harsher (regardless of the fact that I had lowered the fork oil height). I wasn't happy.

STEP TWO: GO TO THE SOURCE

Since my backyard remedy wasn't a total success, I called Showa and complained. "No problem," they said. The next day a Team Honda box van and a Showa box van drove up to my test track and unloaded three sets of forks, a brand new CR250 and two fork technicians (Eric Crippa and Kamiyama). I figured that I had the fork problem licked (or that Honda and Showa had it licked).

I was wrong when the Showa guys suggested that I start with the stock forks and turn the clicker in two clicks. "I already tried that," I said, but they were insistent and I beat my brains out for a few laps while the bike hammered through the whoops.

Honda pluses: The MXA test crew loves the 1989 Honda CR250R motor, but, unfortunately, it is attached to the Showa upside-down forks. The rigidity of the 45mm fork legs allows accurate steering in berms and smooth corners.

When I came back in they suggested that I turn the shock compression clicker out two clicks. I suggested that we get the hacksaw out and start cutting on the preload spacer, that we revalve the forks and that we try some different spring rates. Kamiyama didn't want to do that. Eric did. I did. We took a vote and we won. Step one was cutting the preload spacer 12mm shorter and dropping in .395 fork springs (I had already tried .400). To compensate for the stiffer fork springs (which would create even more compression damping problems) we lowered the fork oil height to 135mm. This oil height is something that I would return to often, but never actually embrace. The Showa guy didn't want to change the damping. It is his job to make the stock forks work better, and he wanted to do that without making any intricate changes.

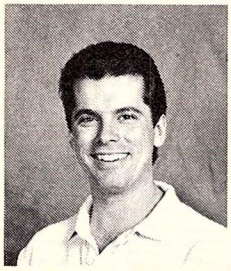
By the end of the day the forks were better. The headshake that plagued the stockers was lessened (mostly because of the lower fork preload), and we were getting much more fluid stroke out of the forks. The fork oil height was too low and bottoming was a problem, but when we raised the fork oil height the compression damping became appreciably harsher. Too harsh.

The forks were raceable at this point and the box vans drove out of the test track. That was the last I saw of Showa, but not the last of Team Honda.

STEP THREE: WHAT TO DO NEXT?

The fork setup that had worked okay in the test session was not as good on the race track. The harshness that came with the stock compression damping was aggravated by light rebound (magnified by the heavier springs). I wasn't happy, and my next step was to go back out in the garage and return everything to stock except for the cut-down preload spacer. The phone rang as I was heading for the workshop.

ASK MOOSE RACING



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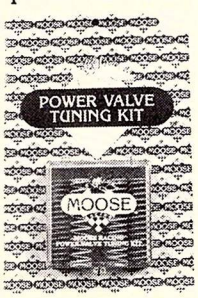

CR250 FORKS

"Jody," said the familiar voice on the other end of the line. "I have something that I want you to try." It was Roger DeCoster. He asked me what I thought about the forks. I told him. He said that he believed that he had a setup that would be a quick fix. I was anxious to try them. Since I was going to Perris Raceway on Thursday morning I told him to get the forks there and I would try them out. "If they work you can race with them this weekend," Roger said.

When I got to Perris Raceway it was a cold and windy day. A team Honda box van was sitting in front of the gate. It was Eric Crippa. At Perris we tried four different fork settings. We basically ended up with a new bottoming cone (with the uppermost holes welded shut and four large holes drilled on the bottom). Preload spacing was 5mm. Within the first half-lap I loved the fork's setup with this bottoming cone, 135mm of oil and the stock spring. Unfortunately, before the first lap ended I came over a big jump and forks bottomed metal to metal. I pulled in.

"These are great forks. The motion is very fluid. There is no stiction and they absorb the little bumps perfectly," I told Eric. "But they bottom!" We spent the rest of the day trying to get rid of the bottoming without destroying the smooth compression stroke. With the oil height at 125mm they still bottomed. At 115mm they quit bottoming, but they felt like concrete. We settled on 120mm. They didn't feel as good as at 135, but I wouldn't break them off the frame, either.

"What about .400 kilo springs?" I asked.

"I don't have any with me," said Eric. "Roger used .400, but with other test riders we thought the stock .380 was better."

I decided to race the Honda forks that weekend. They were the best I had tried so far and the modification level was easy to do (no revalving).

STEP FOUR: ENTER PRO CIRCUIT

Bones Bacon from Pro Circuit called me the night before the race. He was going to be at Perris Raceway and he had a set of forks he wanted me to try. I told him that I was running a set of forks that DeCoster and Crippa had worked on, but that I would run one set in the first moto and the other in the second. I asked him what he had done. The Pro Circuit forks had lighter compression damping, heavier rebound, 6mm of preload, stock springs and 115mm of oil height.

In the first moto I discovered that the Team Honda forks were too soft. They worked okay, but they could be bottomed at racing speed. That is one of the problems with testing on weekdays. You just don't push the envelope as hard as you do during a race. I wished that I had gotten a set of .400 springs for the Team Honda forks.

The Pro Circuit forks were night-and-day better than the Honda units. That is one of the benefits of revalving the washer stacks. The added rebound kept the forks from bouncing back off of bumps and jumps, while the lighter compression damping allowed it to move more freely.

Bottoming cone: Showa's metal bottoming cone serves a double purpose as the spring preload spacer. Our first fix was to knock the machined ring off the bottom of the cone and cut 10mm off. The ring can then be slipped back in place.

"Could you lower the oil height to 135mm for me?" I asked after the races were over. Bones said he could and he did. I went out for a couple of test laps. The forks felt super for the first half-lap, but then I came around to the big jump and bottomed them hard. I had faced this same dilemma on every set of forks I had tried. The compression damping felt great at 135mm, but the forks bottomed, and when the oil height was raised to stop the bottoming it brought harshness with it.

Bones took the forks back to Pro Circuit and vowed to lighten the compression a shade more and lower the oil height to 125mm. And that is the way I raced the forks for the next three weeks. I also had the shock done by Pro Circuit. Before I found a set of working forks it would have been a waste of time to revalve the stock shock. Once I got the forks working pretty well I realized that the shock really needed work. At least I had both ends in working order.

STEP FIVE: NOLEEN'S FORK FIXES

At the Veteran World Championships the track was incredibly rough. Deep sand whoops, square-edged bumps and not a second's rest anywhere on the track. I was riding two classes and started the first moto on the Honda. It beat me to death. It wasn't just my bike, because everybody complained

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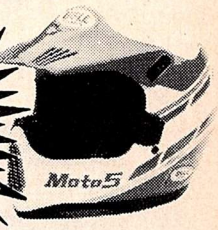

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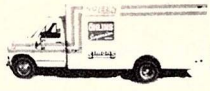

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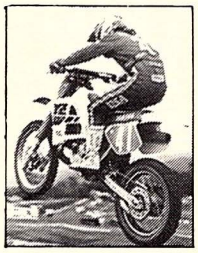

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CR250 FORKS

Hard landings: Big jumps and G-outs are taken in stride by the upside-down forks. Why not? They just pass the impact on to the rider's hands. The worst trait was the headshake caused by the high preload and midstroke harshness.

about how tired, sore and hammered they got, but I elected to ride my 125 in the next motos. It wouldn't tire me out as much and I could be lighter through the bumps.

Clark Jones, who owns Noleen Racing, was racing in the Vet Pro class. He asked what I thought of the CR250 forks. I told him my whole litany of fork fixes. I knew that I had made them better, but the 1989 CR250 was a hard motorcycle to get dialed in. He said he had several new fork tricks that might help. Clark took the bike after the World Championships and brought it back the next weekend with new fork valving, Simons base valves, stock springs and 125mm of oil height.

These forks were one step better than what I had been riding. They had a very plush feel and soaked up the bumps. Yes, they bottomed over the big jump, also. I turned the compression clicker in two clicks to try to stop the bottoming and found that the compression harshness came back.

"The solution to the bottoming is to raise the fork oil height up about 5mm," said Clark. I had been here before. There is a solution to CR250 forks and it exists somewhere in the netherworld of oil height, compression damping and spring rate. Team Honda is still working on fork fixes, and Roger called the other day to say that he had some new stuff that the race team was trying out. He'll get back to me. Bones has been testing with Larry Brooks and Mike Kiedrowski over the winter and told me last week that he had new valving. Clark claims that he has a new valving stack that will give me the smoothness I want without the bottoming.

STEP SIX: THE NEXT STEP

As for me, and I'm the guy who has to live with my forks, I'm thinking of trying the Noleen forks with a .400 kilo spring and 135mm of oil height. I know what you're

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One year ago, Jeff Ward took the Main Event while Johnson was in the back of an ambulance. This time, Mickey Thompson is running Anaheim, and all the factory guns are ready to race! Micky Dymond is on a new Yamaha, Ward has a big #1 on his Kawasaki, R.J. has a score to settle, and Broc Glover wants a comeback here. It's the first stadium event of 1988!!! —60 minutes.

1988 AMA SUPERCROSS OPENER—HOUSTON ASTRODOME. JEFF WARD MAKES IT FOUR IN A ROW.

For the first time ever, the AMA season opener was truly an indoor event, under the Astrodome. Jeff Ward owns the track and this year was no exception. When the checkered flag fell, Rick Johnson could do no better than second, but charging hard on his brand-new Yamaha, Micky Dymond took third for the second race in a row, reminding the pits that the 125 National Champ is ready to beat the 250s! —60 minutes.

1988 PONTIAC EVENT—THE SILVERDOME THE MOST THRILLING RACE OF THE SEASON.

It's Sunday afternoon, and Jeff Ward is trying to hold the lead in the Main. Johnson had won the night before and is now charging through the pack. R.J. takes the lead! Ward takes it back!! Rick falls, then gets off again. Now he's back up and right next to Jeff in the corner. They touch!!! The cameras are THE CLOSE to the action, and if you own a VCR, you can be, too!!! —60 minutes.

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thinking . . . it didn't work in the past, so why should it work now? But I'm smarter now than I was when Jimmy Mac asked me, "How's the new Honda?" I've learned a lot about forks. I know that the headshake that rattles the CR chassis is solvable. I know that the midstroke harshness on compression can be eliminated. I know that the bottoming problems that come with getting rid of the harsh can be lessened. And I know that this is the fastest 250 motocross bike on the track. I know that I'm not going to let these forks beat me. But just in case—do you know where I could find a new pair of 1987 Showa cartridge forks? □

CR250 FORKS

FORK FIXES FOR THE MASSES

WHERE TO GO TO ABSORB THE BLOW

• During the *MXA* CR250 fork odyssey we met a lot of helpful people. Suspension is their life. Every day they develop new ideas, better valving and intricate little forks fix-its. We would have liked to have tried everyone's forks in their final state, but no suspension company ever stops developing. We acted as guinea pigs for Pro Circuit and Noleen. Hopefully, we helped them build better forks for you. Here is a list of the best fork fixers on the planet:

NOLEEN RACING, 2141 E. Philadelphia, Unit T, Ontario, CA 91761-7742; (714) 947-5773

PRO CIRCUIT, 4214 La Palma, Anaheim, CA 92805; (714) 993-5400.

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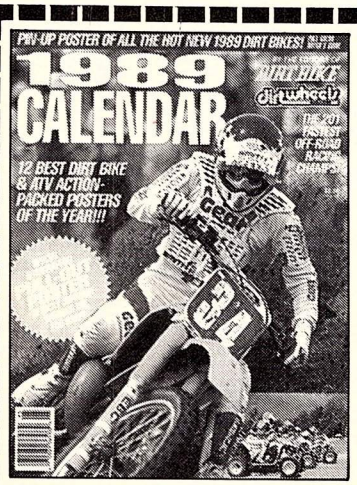
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'89 CALENDAR

Lots of calendars can tell you they feature 12 ready-to-frame posters, but how many give you the likes of Micky Dymond and Larry Brooks defying gravity, Russian Ice Racing, a 1989 Bike Buyer's guide, and even a pull-out poster of RJ winning the 250 USGP? Only ours. The official *Dirt Bike/Dirt Wheels* 1989 calendar is here. And it *still* costs just $2.50 to bring the best dirt bike and ATV action to your office, garage or bedroom wall.

Send _____ *DB/DW* Calendars to the address below NOW! I'm enclosing $2.50 plus $1.00 for postage & handling. Canada add $1.50; all other foreign add $2.50 additional postage & handling.
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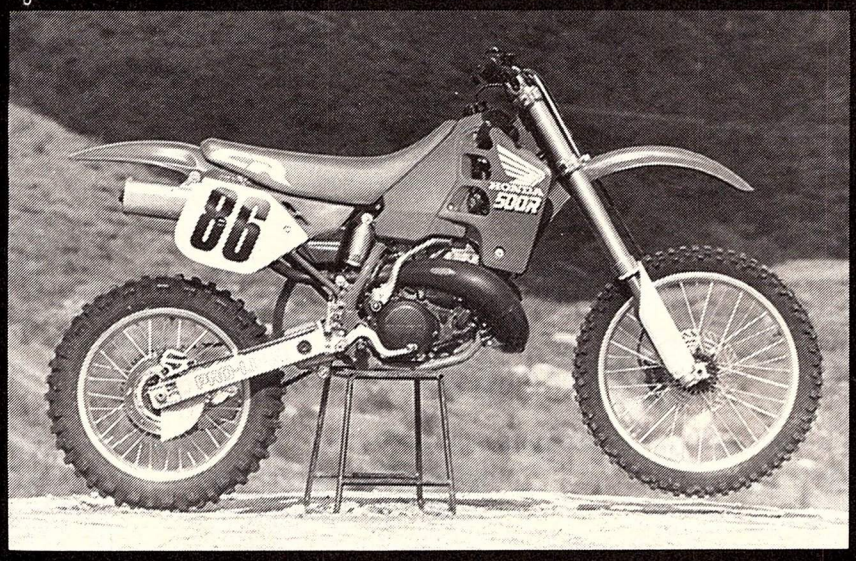

Red rum: With its new lowboy pipe and tank design, the CR500 Honda loses a lot of the bulky feel that held it back in the past. It is fast and agile with a powerband that has two-stage output.

☐ Honda first began making Open-class motocross bikes in 1981. Their first effort was an embarrassing mish-mash of clutch problems, horrid rear suspension and confused handling. It didn't take Honda long to put the '81 CR450 model behind them and move on. From 1982 on the red team started to dominate the Open class and from that day the starting lines began to turn red.

For 1989 Honda renovated the CR500 with the new low-boy exhaust pipe, slim-line gas tank, relaxed frame geometry, additional frame gussetting, lower subframe, lighter hubs and jumbo-sized silencer. But Honda didn't stop at the chassis. The motor got a new easy-starting cylinder that has grooves milled into the liner above the exhaust to lessen compression, while the porting, cylinder head, piston, rings, wrist pin and reed-valve spacing have all been changed. When you add in the new Showa upside-down forks, piggyback shock, Delta-Link linkage and new kickstarter lever you know that Honda was serious about staying on top.

POWERBAND: WHAT'S SHE GOT, MISTER?

Honda has no problem with the peak horsepower output, but they have been juggling the power placement with each season. A few years ago Honda pilots complained that the low-end hit was so brutal that they couldn't use it to its fullest. So, for the last two years Honda has been trying to produce a milder low-end that mates to a stronger midrange. For 1989 the Honda engineers weakened the low-end, smoothed out the midrange and added more over-run on top. Some riders liked it and others didn't.

Power delivery favored a go-for-broke riding style, which we don't think was Honda's intention. The milder bottom should have allowed the rider to roll the power on earlier and use it more effectively, but instead it seems to favor leaving the power on longer (which gets 60-hp Open-class bikes into trouble). The faster the rider the more he liked the Honda power.

Honda shifting and clutch action are so good that they give the CR500 an added dimension of usability. It was possible to short-shift the CR into third gear and use the clutch to keep it on the pipe. Smoothness is what pays off in the 500 class and quick shifting and good clutch feel enhance smoothness.

SUSPENSION: GETTING IT RIGHT

The Showa upside-down forks work better on the CR500 than they do on the CR250. The midstroke harshness that plagues the CR250 isn't completely missing from the CR500, but the added weight and power of the big bike help overcome the damping. Our pro-level riders wanted to go to the next stiffest spring rates, but the rest just opted for 115mm of oil height.

Rear suspension on the CR500 is decent and can be raced in stock trim. A 500 needs more attention to suspension setup than a smaller-displacement bike because of the extra power and weight.

Honda handling is legendary and the 1989 CR500 has benefited from the new fork rake (especially in straight-line stability). Cornering on the CR500 is as simple as looking in the direction you want to go.

DETAILS: FINE-TUNING THE CHASSIS

Layout: The biggest improvement that Honda made to the 1989 CR500 is the new gas tank/seat juncture. Last year's tank was too bulbous and fat, but the new layout allows the rider to move all the way forward without having his legs spread apart.

Miscellaneous: Tank decals didn't hold up very well. The brake line leaves black marks on the front number plate. Rear tire is a Dunlop K695 Intermediate terrain tire (K490 up front).

Silencer: The Honda CR500 silencer is an ugly design. Essentially, there are two different silencers inside the bent CR500 unit (with an air space in between the two). It weighs a ton and costs some performance. Honda was trying to achieve the new FIM sound limits, and the CR500 is quieter.

Brakes: Excellent. Very powerful and easy to use. No other motorcycle manufacturer has been able to achieve the same stopping power with the control, modulation and reliability of the Honda Nissin units.

Air filter: Honda needs to spend more time and effort on the CR500 airbox design. It is too small. The filter is hard to get out of the airbox and even harder to get back in. We had one filter come unglued at the seams. We normally switch to Twin Air filters just to be safe.

WHAT DO WE THINK?

Honda has done a great job of building Open-class bikes in the nine years they have been doing it. The power is competitive in spades and the '89 Honda is a buy-it-and-race-it bike. It shouldn't cost a rider an arm and a leg to keep it up (we have gone a full season on the stock piston) and it doesn't take much hop-up to make it better.

As an all-around package, an Open rider would be hard-pressed to find a better buy in the 500 class. ☐

HONDA CR500
Price: $4098

	points out of 100
Horsepower	98
Powerband	94
Handling	97
Cornering	98
Stability	95
Suspension	92
Brakes	100

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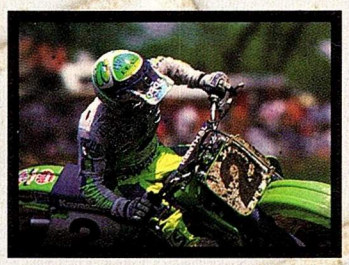

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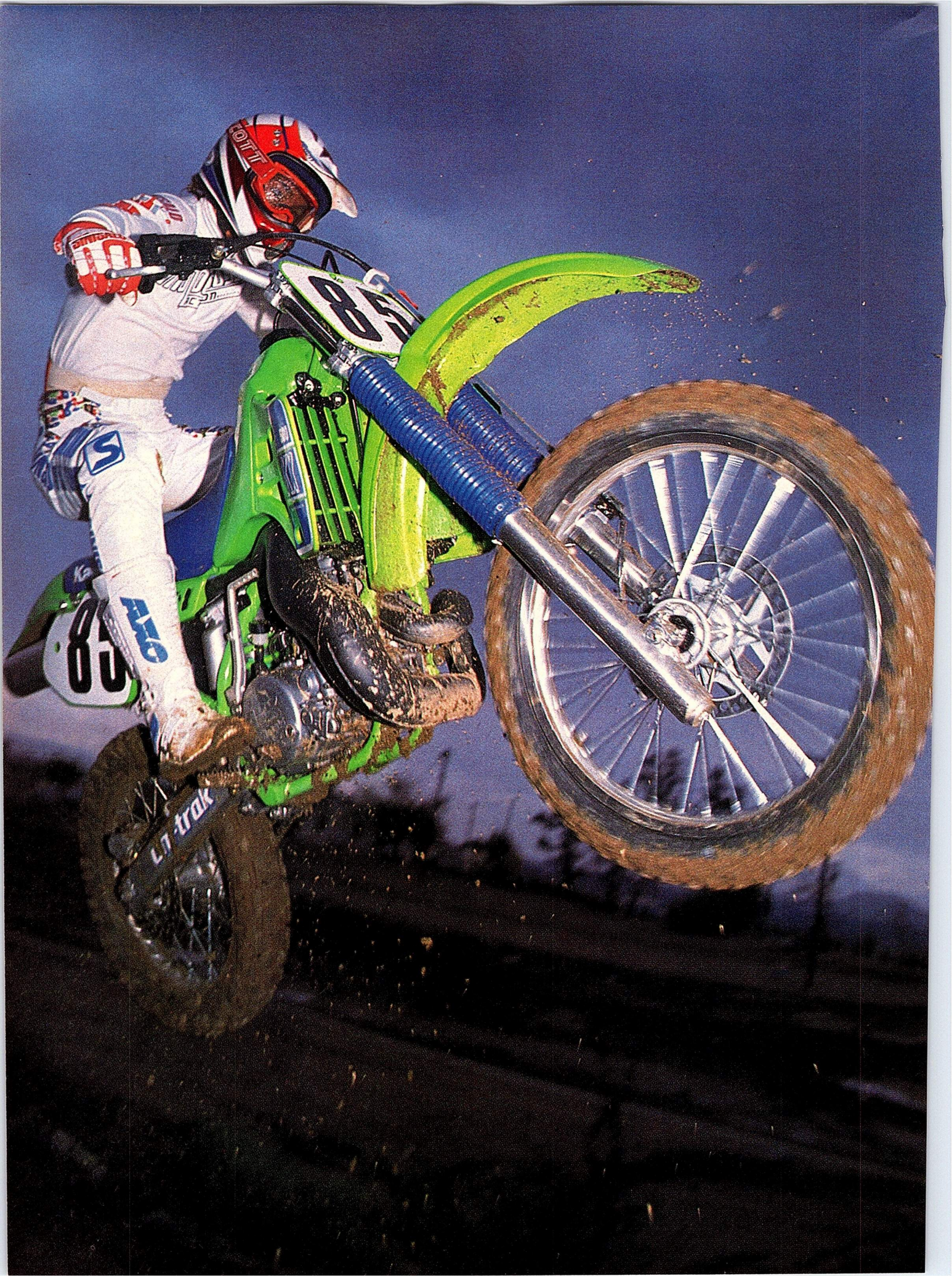
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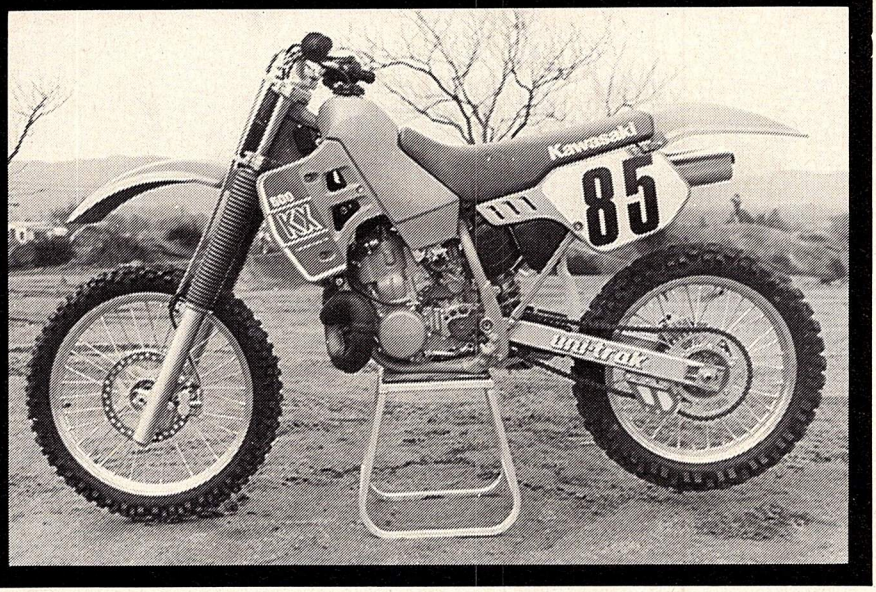
1989 RACE TEST

KAWASAKI KX500

All hail the new king



Green monster: For the second year in a row Kawasaki has built the best Open-class motocrossers on the market. Clean handling, beaucoup power, decent suspenders and passable ergonomics.

☐ Kawasaki has built what many riders believe to be the best Open class bike on the track. The 1989 KX500 has good suspension, wonderful power and razor-sharp handling. It hasn't always been that way, but the green bike's perseverance over the past eight years has been admirable. It was only five years ago that Kawasaki built a 500 bike that was so poorly designed it either seized, blew up or broke in half. And while that was a painful experience for Kawasaki engineers and dealers, they didn't run and hide, but came back stronger.

The first of the great KX500s surfaced in 1986. Fork problems held them back in '87, but last year the KX500 was a roostin' machine. Jeff Ward told the *MXA* crew that the KX500 production bike was better than his old works bikes—and he was telling the truth.

Heading into 1989, Kawasaki had momentum in the big-bore class. They knew that Honda was going to be coming back with a new bike—so Team Green redoubled their efforts.

CHANGES: WHAT'S NEW?

What's new at Kawasaki is that they guessed exactly what Honda had up its sleeve and parried every blow. The KX500 motor got a new power-valve KIPs mechanism to broaden out the powerband. They rebalanced the crank for additional smoothness and dropped the engine's compression ratio (for less hit and easier starting). The gearbox was strengthened, clutch plates improved and clutch actuating arm enhanced by needle bearings. All the motor improvements were added to a powerplant that was already the optimum 60-hp workhorse.

The chassis benefits from a higher grade of steel tubing, a one-degree-steeper head angle (for quicker turning), and a weight savings program that dropped almost five pounds off the frame.

POWERBAND: RUNNING WILD

For 1989 the Kawasaki KX500 motor is the one that others will be shooting for. It has that perfect spread of low- to top-end power that doesn't surprise the rider with any awkward dips or peaks. It has a strong bottom-end surge that just keeps on pulling.

Last year's motor was almost as good, but lacked the extra top-end over-run of '89 and the transitional smoothness that allows the rider to work the complete powerband.

It is the best 500 motor of 1989. It has unbelievable horsepower that is made all that much more unbelievable by the fact that it is usable.

SUSPENSION: RUNNING SCARED

It's no secret that Kawasaki didn't want to come with the 46mm regular forks that are on the 1989 bikes. They planned on having upside-down forks, but changed their minds at the very last instant. Good thinking. The 46mm Kayabas are much plusher, smoother and absorbent than the upside-down forks on the Honda. Rumor has it that Team Kawasaki might race with upside-down forks in the '89 Nationals. We think that Kawasaki should stick with what works—and that is their regular 46mm production forks.

Sometimes a bike will have good forks and a rotten rear shock, but Kawasaki gets the nod for having excellent suspension at both ends. The hard-anodized Kayaba piggyback shock features 16-way adjustable compression and rebound damping. It is plush.

DETAILS: THE LITTLE THINGS

Ergonomics: Some test riders like the fit and feel of the KX500, but overall the look and comfort could be upgraded in the future. The seat foam is improved this year, but the tank is wider than necessary. Given the high level of performance, we'd like to see a complete remake of the aesthetics.

Air filter: Like Honda, Kawasaki is trying to stick five pounds of potatoes in a four-pound bag. Airbox size may seem like a small quibble, but more air means cleaner jetting, more power and easier maintenance. The KX filters are decent in stock form.

Brakes: The front brake is very good. Once we bled the front disc it had awesome stopping power (almost too much). The rear disc irritated us, because it was too touchy. To make it less sensitive we lowered the brake pedal as far as possible, and then removed the pedal and cut the clevis bolt off to make it go lower. With the pedal as low as possible the tendency to hit the rear brakes too hard or to kill the motor in tight corners was eliminated.

Clutch: Shifting was better than we had experienced in the past, and this is probably attributable to the improved clutch and smoother power delivery. The clutch has had dimples put on the plates to hold more oil. The increased oiling is supposed to eliminate the grabbiness that has plagued KX clutches for a few years.

Plastic: It's no secret that the KX plastic has been exceptionally brittle in the past. Last year Kawasaki's plastic supplier tried to make the plastic more resilient and the improvement has been noticeable—but we still break more KX plastic than any other brand.

WHAT DO WE THINK?

Honda may still have the edge in market share in the 500 class, but if Kawasaki keeps improving at the rate they have in the last four years it won't be long before the starting lines are a sea of green. In a head-to-head comparison the KX holds a slight edge over the CR in almost every category (horsepower, suspension, handling). It is the easiest of the big 60-hp bikes to ride and that means it is the fastest. ☐

KAWASAKI KX500
Price: $3799

	Points out of 100
Horsepower	98
Powerband	100
Handling	98
Cornering	98
Stability	95
Suspension	97
Brakes	94

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YAMAHA
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1989 RACE TEST

YAMAHA YZ490

It's drifting away

All-arounder: Yamaha's air-cooled, low-tech approach to the Open class has proved successful in the past. There are still riders looking for bikes that don't require engineering degrees to take apart.

☐ When word was leaked that Yamaha would not be changing the 1989 YZ490 from its previous 1988 form, industry insiders predicted that Yamaha would try to sell the '89 YZ490 for under $3000. "Smart move," said a few pundits, predicting that a $2999 air-cooled YZ490 would sell in droves over the $4000 Honda CR500. "Good thinking," thought the marketing people. But when the bikes rolled onto the showrooms, the retail price was $3549. Yes, it's $500 cheaper than the '89 Honda, but is the discount really a "best buy"?

The *MXA* test riders don't believe that Open motocross bikes have to be changed, updated and renovated each season. The horsepower output has been sufficient in sheer peak numbers for the last five years, and the new bikes haven't always had better power. Suspension components have had a roller-coaster ride of good/bad/good over the past five years, with some bikes having great suspension a few years ago and atrocious suspension recently. Disc brakes came onto the scene in 1983 and haven't been improved so dramatically that a good set of old discs wouldn't stop a 1989 bike on the spot.

So while the *MXA* testers know that Open bikes haven't drastically obsoleted their earlier comrades in horsepower, suspension and brakes they have all surpassed the YZ490. That isn't to say that you couldn't get the 1989 YZ490 to be a great Open class motocrosser—it's just that Yamaha could have done it a whole lot easier.

WHAT YAMAHA SHOULD HAVE DONE

Don't worry about the air-cooling. It doesn't hurt a thing on an Open bike, and has proven to be a plus for many buyers. Water-cooling has its benefits, but so does air-cooling. It's a virtual trade-off in the Open class. The basic problem with the YZ490 motor is that it doesn't produce a solid, torquey, easy-to-ride Open class style of power. It is an upper midrange motor that makes its best power late in the powerband. It needs more grunt and less rev. It also pings, detonates and rattles. Both the powerband and the pinging could be solved on the production line with some port timing modifications and head milling. It's simple. And aftermarket companies like Race Tech, Pro Circuit and FMF will do it for you (since Yamaha didn't).

Yamaha had several options open to them for 1989. First, they could have used the same chassis they are currently using on the YZ490, but opted to fit it with new plastic parts. A shorter, lower, more ergonomic gas tank could have done wonders for the YZ's handling. It is a hard bike to get up front on. New plastic would have spruced up the looks and improved the bike's performance.

Secondly, Yamaha could have easily slipped the air-cooled YZ490 motor into the 1989 YZ250 chassis. It needs only one extra motor mount bolt and some gas tank modification to make it. That would have given the YZ490 a contemporary look, improved suspension and better ergometrics without the cost of designing a new chassis or motor.

Finally, Yamaha could have put some effort into the Ohlins 360cc kit engine. The Ohlins kit slips onto the YZ250 case and into the YZ250 frame. On the production line Yamaha could have put the 360 motors together in short order with no more setup cost than the rod, top-end and piston (which they are financing for Ohlins, anyway). At least with the YZ360 kit Yamaha would be trying to pioneer a new dimension of the off-road market.

WHAT DO WE HAVE?

What a Yamaha buyer gets for his $3549 is a two-year-old off-road motorcycle. It performs fairly well, and is a pleasant enough bike to ride within its limitations. What are the limitations? The suspension components haven't benefited from any of the new innovations of the last few years. The shock, which is adequate, is hooked up to an old-style linkage that all of the other YZ models have since moved on from. The rear brake is a drum unit. The lack of a rear disc is more noticeable on an Open bike because of its speed, weight and momentum.

It has some good points. Tires are excellent Bridgestone M22-23 hard-track sneakers. They have no rivals when the ground is concrete-hard. Reliability is very good. The motor has been around in the same basic form for the last half-decade, so it's been bulletproofed over the years. While the $3549 price is considerably higher than it was last year, the '89 YZ490 is still $250 cheaper than its closest competitor (last year the YZ490 was only $150 cheaper than its competition).

CAN YOU WIN ON IT?

Yes! But we think that a rider who wins on the YZ490 is going to be winning in spite of his motorcycle, not because of it. Yamaha has a long and illustrious history of building great 500 motocross bikes (and that history includes World and National Championships). It is a shame to see them withdraw from the 500 class because they don't believe that the market is big enough to support additional development. Yamaha's execs need to remember that you don't sell in a competitive market without staying competitive. Their sales figures may be down, but what do they expect them to be when the bike is a clone of the 1988 model (which was only a modest refinement of 1987. . . and so on back to 1984)?

A rider looking at Open bikes faces a dilemma when he looks at the 1989 YZ490. He could buy a more technologically advanced bike for $250 more or he could buy the YZ490 and spend the $250 modifying it. The $250 would fix the pinging and powerband, but it would take more to bring the suspension up to snuff. If the YZ could have been sold for around $3000 then the buyers would have had an option that was worth looking into.

When Team Yamaha doesn't have enough faith in the bike to race the Nationals on it, the local rider has to make a major jump in inspiration to believe that he will be successful. The Yamaha YZ490 can win motorcycle races, but until the factory team believes that it can be done—we'd be foolish to contradict them. ☐

YAMAHA YZ490
Price: $3549

	Points out of 100
Horsepower	90
Powerband	80
Handling	85
Cornering	82
Stability	88
Suspension	82
Brakes	80

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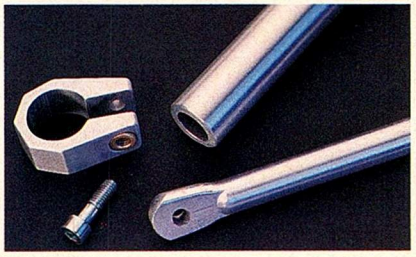

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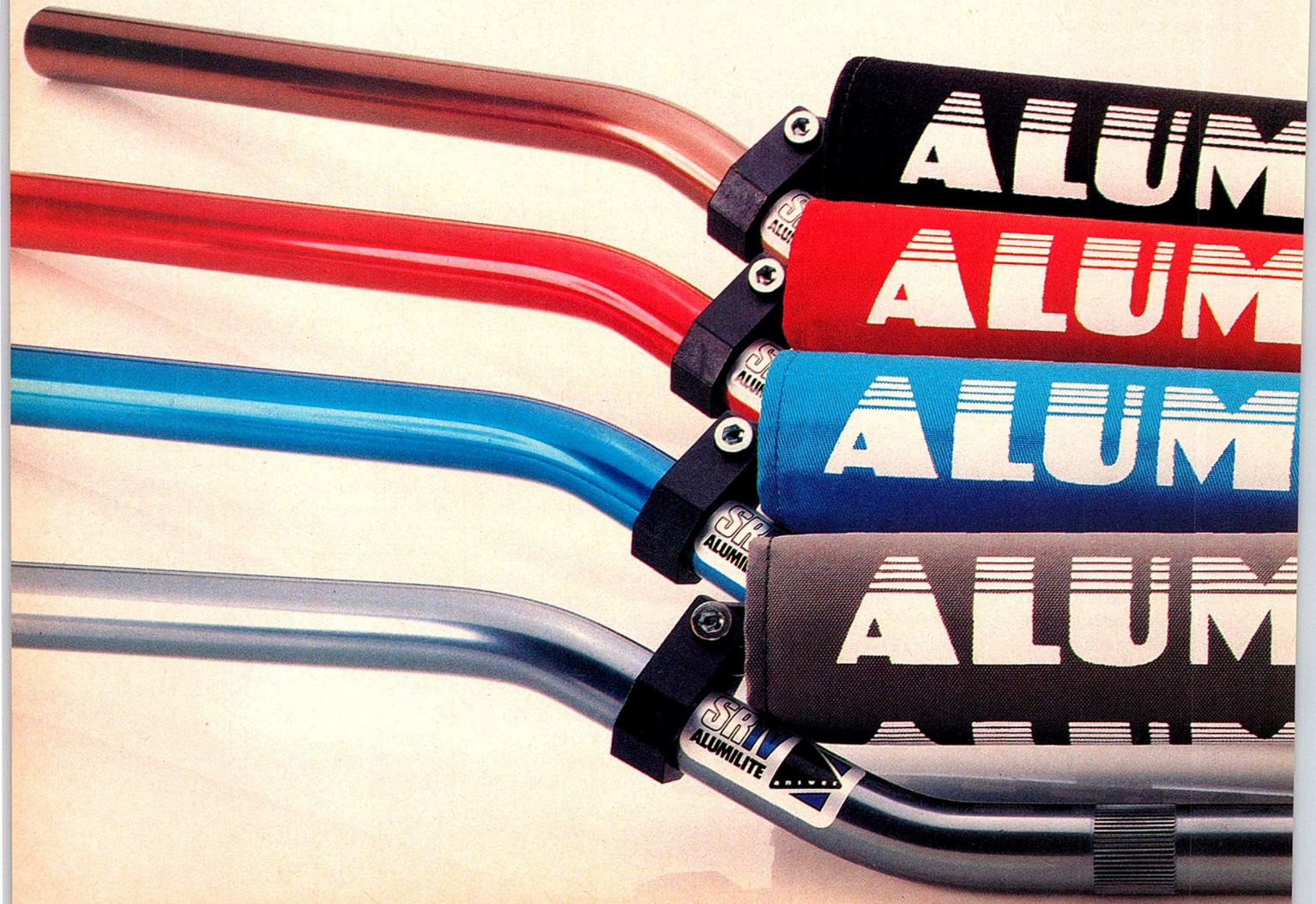

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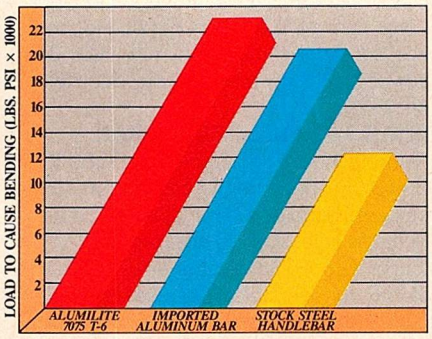

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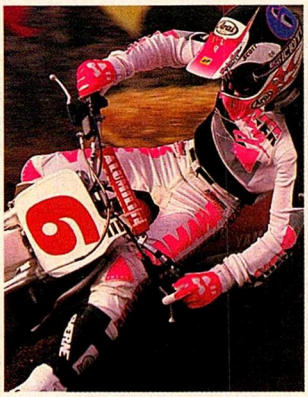

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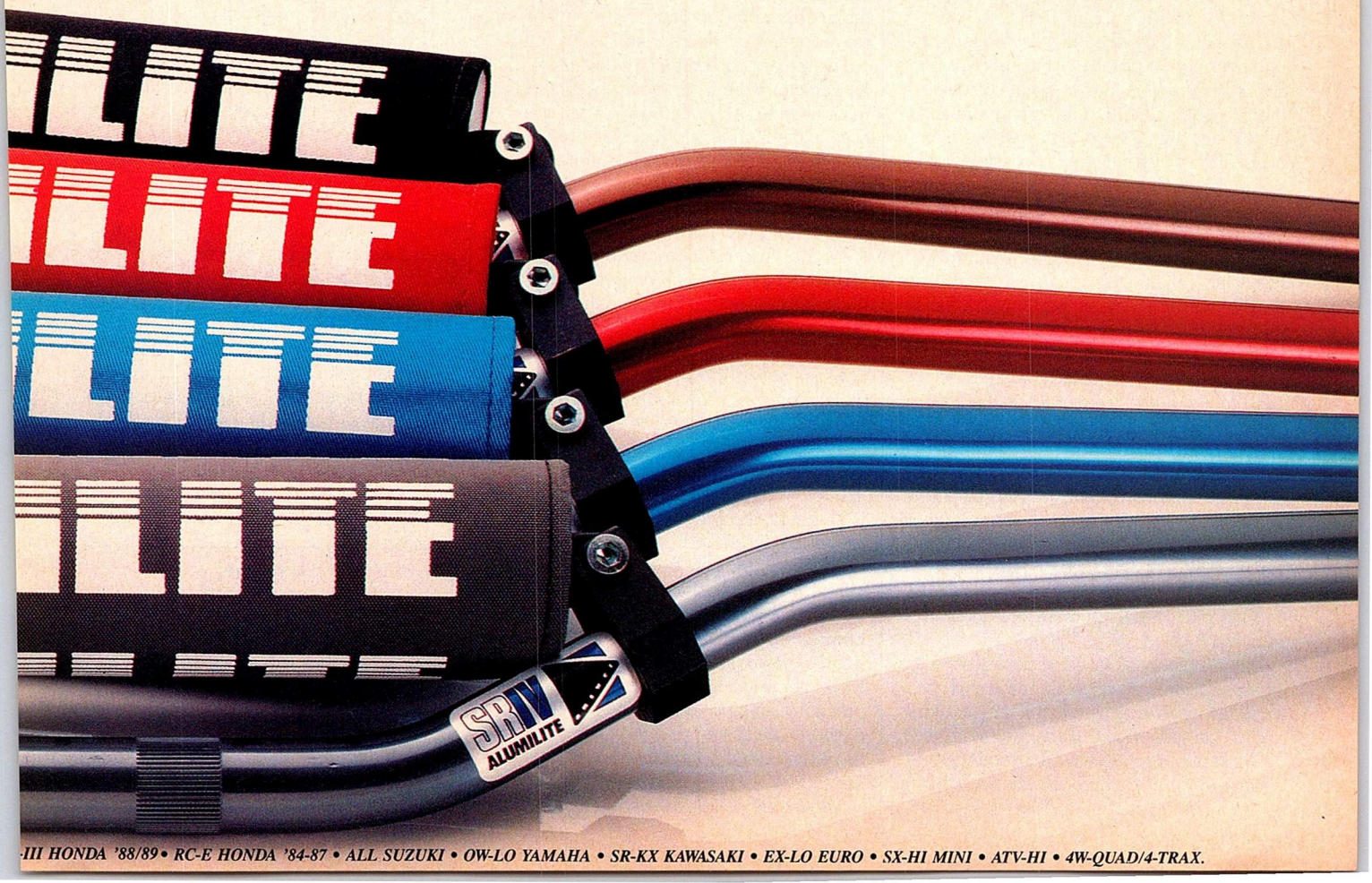

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1989 RACE TEST

KTM 500

Building on a solid base

White knight: KTM is giving nothing away in the horsepower department with the 1989 KTM500. It produces a usable rush of horsepower and torque that takes a back seat to no one. Good vibes from the Austrian mill.

☐ Last year there were only three awesome 500cc two-stroke motors on the track: Honda, Kawasaki and KTM. After years of building Open bikes that were either out-of-control fire-breathers or mellow oddballs, the Austrian factory has found the keys to success. The 1988 motor was not only competitive for a European bike—it was competitive against any Open-class bike.

Armed with a world-class powerplant, the KTM only needed to be equal to its Oriental opponents in handling and suspension. Last year it had the handles, but no suspenders. To say that KTM learned its lesson the hard way in 1988 is an understatement. They vowed to make it right in 1989.

The motor only needed a few dollops of engineering to upgrade it. First, KTM stroked the motor 2mm to up the displacement to 499cc. Second, the water inlet on the exhaust was moved to provide additional cooling for the cylinder's hottest spot. Third, the head stay was beefed up and the airboot was enlarged.

WHAT ABOUT THE CHASSIS?

MXA test riders always rave about KTM handling, which often confuses riders who grab a ride on a Katoom and find it a handful to hang on to. But you must remember that the handling of the chassis is a function of the weight bias, geometry, wheelbase, rake, trail and layout. To evaluate the handling, you must separate it from the suspension. Past KTM suspension has held the great handling back (making the bike hard to ride). To improve what was already a razor-sharp Open bike, they made the steering head angle a half-degree steeper and pulled the triple clamps back 4mm. The end result of these mods is a quicker-turning bike with a tad more straight-line stability. A good swap.

But it is obvious that KTM could refine the chassis until the cows come home and it wouldn't mean doodly-squat if they couldn't rectify the suspension headaches. For 1989 KTM started a whole new American testing program. No more European shock settings for American riders. The White Power rear shock gets a new swingarm pivot to lessen torque reaction, a 5.6-kilo spring and better damping. The all-new White Power upside-down forks feature externally adjustable rebound and compression damping. The White Bros. have been cooperating with KTM on getting better settings for '89.

POWERBAND: RUNNING ON ADRENALIN

It's a good Open bike motor. For the last seven years Open bike builders have been trying to find a way to get the awesome ponies of a dirt track bike with the easy-to-use manageability of an '81 Maico 490. It has proved to be hard to do, 1989 is the year that the Open bikes have finally done it.

The KTM's 38mm Dellorto carb produces an easy-to-start and fairly clean power delivery once you put in a 45 pilot. The low-end power is the strongest of the current crop of big-bores, it isn't let down by the midrange or top-end. There is plenty of power on tap for riders from Novice to Pro.

The major problems we had with the KTM motor were its dragging clutch and reluctance to shift with the stick-it-in-gear ease of the Honda and Kawasaki. For some reason we could never find neutral when we stopped.

SUSPENSION: GETTING CLOSER

We should preface the analysis of the KTM 500 suspension by saying that it has the best suspension components of all the Open bikes (and the bike with the best suspension in the Open class, ATK, uses the same external pieces). The Dutch White Power factory supplies KTM with the same quality forks and shocks they sell as aftermarket hop-up parts. White Power has worked very hard to get the '89 KTM suspension set up properly for the American market.

That said, the *MXA* wrecking crew can report that the KTM front and rear suspension is night-and-day better than last year's offering. The new dual adjustable upside-down forks work really well over small bumps, but tend to complain over the big gnarlies. We'd like stiffer forks for motocross work, but we'd also like to have the compression damping (especially at midstroke) mated to the spring rate. We think that the hot setup is somewhere in the White Bros. warehouse.

The rear end didn't like square-edged holes or braking bumps. It tended to react to any obstacle that wasn't big enough to force the shock through the midstroke. Both ends of the KTM were raceable, but not balanced.

DETAILS: IT FEELS EUROPEAN

Americans are flocking to buy 1989 KTM 500s. Why? Because the bike has an excellent powerband, good handling and a price tag that is at least $300 cheaper than a Honda CR500. Remember a few years ago when European motocross bikes cost as much as $700 more than the Big Four?

Erogonomics: It's tall. The Europeans can try to build a Japanese style of performance, but they aren't going to be successful until they bring the seat height down and get the bike to feel as sleek as a Honda. The KTM 500 has the feel of a bike that is put together as a bunch of parts instead of one single part.

Brakes: Vastly improved up front, but the rear brake didn't impress us. It takes more lever pressure than on a CR or KX, but given KTM's checkered past with disc brakes, the '89 units work well enough to erase the bad memories.

Air filter: Great. No tools are needed to get to it. The Twin Air is a quality filter.

Tires: Metzeler MX/E sneakers are a good all-around choice, and we like the idea of a European bike coming with European tires. Last year KTM fit Dunlops to the America-bound Katooms.

WHAT DO WE THINK?

For the first time in history the American buyer can get a European bike for the same price as a Japanese one. That's news! KTM has come a long way in the last couple of years, and if you want to buy a bike with personality (and a few personality disorders) the KTM 500 will deliver tremendous power and great handling. ☐

KTM 500
Price: $3799

	Points out of 100
Horsepower	98
Powerband	99
Handling	97
Cornering	98
Stability	94
Suspension	88
Brakes	85

BELL
O'NEAL

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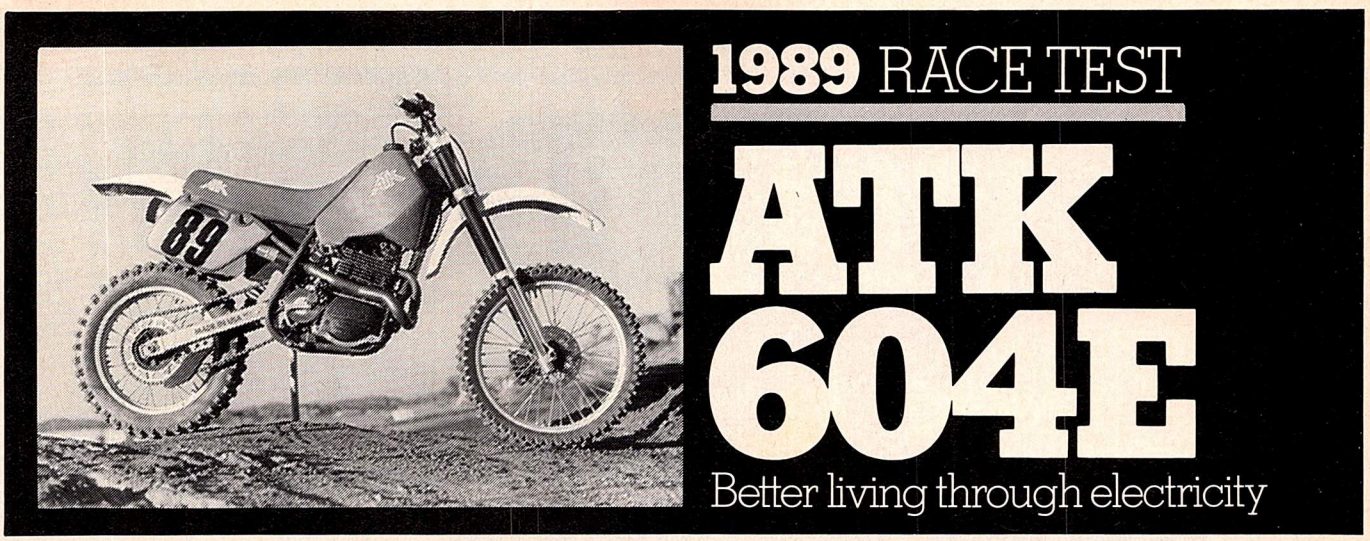
MAGAZINE
89



1989 RACE TEST

ATK 604E

Better living through electricity

American-made: Hold onto your hats! Equipped with a powerful electric starter, the ATK 604E four-stroke is the easiest-starting motocross bike ever made. The four-valve Rotax thumper churns out megabytes of torque.

☐ Why in the world would anyone spend $7000 on an off-road motorcycle? What kind of bike could garner that price tag? It would have to be the motorcycle equivalent of Clark Kent: mild-mannered, easy to live with, unassuming, but able to leap tall buildings in a single bound. "Look, up in the air! It's a bird! It's a plane! It's Superbike!"

For a super price tag the ATK 604E owner gets an Austrian-built 564cc Rotax five-speed, four-stroke motor wrapped in an American-made chromoly chassis. Only 200 ATK 604s are made in a season because each one is hand-built. The fact that the frame uses "real" chromoly steel, that only the best components are used, that each part is modified and refined before it is fitted up, that enthusiastic American motorcyclists (all the ATK workers ride) assemble each 604 and that the production run is so small accounts for the cost. You won't see an ATK 604 at every track in the country. There aren't enough made to put more than four in each state in the Union.

It isn't a bike for every man. It is a dream bike for the kind of man who will appreciate the booming thunder of a big four-stroke mill. Wild-eyed 125 Novices can never appreciate the romantic, alluring and awe-inspiring torque curve of a thumper. This is a man's bike (a man with money in the bank and adventure in his heart).

POWERBAND: NOTHING LIKE IT ANYWHERE

ATK pulled the coup of the century by putting an electric starter on the 1989 model. It meant casting totally new cases, inserting a powerful starter motor and slipping a battery neatly into the airbox, but the result is an engine that a four-year-old could start. It fires up in one second with the press of a button. The biggest fear of four-stroke owners has always been turning the beast off (for fear that it wouldn't start back up). Fear no more!

Power builds from the very crack of the throttle and just keeps roaring out of the Rotax motor until the cows come home. In holeshot tests the ATK 604 won every time. It hooks up from the get-go and stays locked into terra firma.

Racing a four-stroke motor is a terrifying experience if you've never felt the heavy vibes that a big mill puts out. Things seem to be happening in slow motion because of the steady staccato of the exhaust, but the bike is flying at warp speed. When you compare a two-stroke powerband to a four-stroke it is no contest. Only a four-stroke makes a constantly cascading output of power from the bottom to the top. Two-strokes have flat spots and humps—the ATK pulls like an Atlas missile.

HANDLING AND SUSPENSION

The ATK 604 is a big bike. It has a large powerplant, tall seat height and a beefy feel to it. The dry weight is under 260 pounds (the non-electric start model weighs 247). All of these factors put more load on the suspension components. Luckily, ATK has worked for years refining its White Power suspension components to the nth degree. They absorb all the negative energy that a track can throw at them.

The rear suspension is unique in that the side-mounted shock uses no links, rockers or A-arms. It does its job by careful placement on the swingarm and with excellent damping. The anti-torque chain device that comes stock on each ATK relieves the shock of the torque effects of harnessing 60 horsepower. We think that of all of the Open bikes made, the ATK 604 has the second-best suspension. Who has the best? The ATK 406 two-stroke.

DETAILS: BRISTLING WITH TRICKS

You can't see all the trickery on the ATK 604 with just one glance. You have to spend some time probing and prodding the American-made motocrosser.

Brakes: The front brakes are a combination of Magura, Grimeca and KTM components that produce reasonable stopping power. Thanks to four-stroke decompression braking, a four-stroke can stop on a dime without the rider pulling on the lever. The rear brake is very unique. The brake pedal is mounted backwards on the frame so that it can't be tweaked by a berm, log or wayward rock, while the rear disc is mounted on the motor (instead of on the rear wheel).

Plastic: The gas tank is exceptionally thin and narrow considering the fact that it holds a phenomenal four gallons of gasoline. Four gallons of gas in the four-stroke motor means that the ATK 604 can be ridden over 150 miles between fill-ups. ATK achieved the gas capacity by form-fitting the tank around the Rotax motor.

The plastic airbox does double duty. The top half houses the K&N air filter, the bottom half holds the small, powerful, battery for the electric starter. Oil for the engine is carried inside the frame, and the oil level can be checked by looking at a small plastic tube that shows the oil level at all times.

Pipe: A set of two-into-one pipes are routed back from the dual exhaust ports to a SuperTrapp silencer that doubles as a megaphone for horsepower and a spark arrester for legal off-road riding.

WHAT DO WE THINK?

There isn't another motorcycle on the market that offers the features of the ATK 604. It is the easiest-starting motocross bike made. It has more power than any human could want. It handles with incredible quickness. It has superb suspension (front and rear). It is slim, sleek and very light (for a four-stroke). It is made in the USA (that means something to us). It is the ultimate off-road status symbol. It is everything, and more, that a four-stroke fanatic could want. There is also a waiting list to get one.

We think it is the best, simplest and most competitive four-stroke motocross bike made. ☐

ATK 604
Price: $6995

	Points out of 100
Horsepower	98
Powerband	100
Handling	98
Cornering	95
Stability	98
Suspension	98
Brakes	95

AVOID THE BENDS

Whose bars are the strongest?

HANDLEBARS

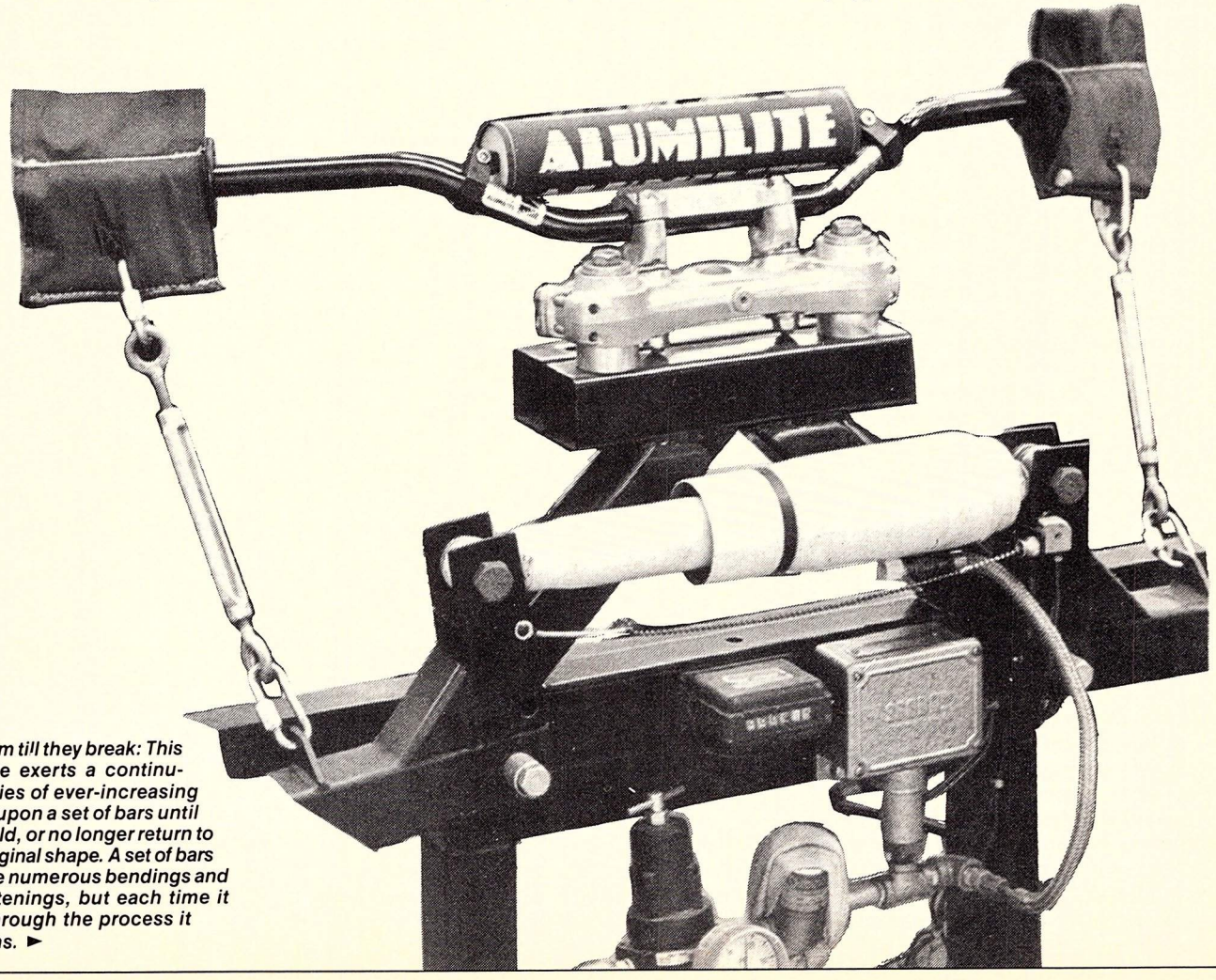
WHAT THEY COST

(Suggested Retail Price)

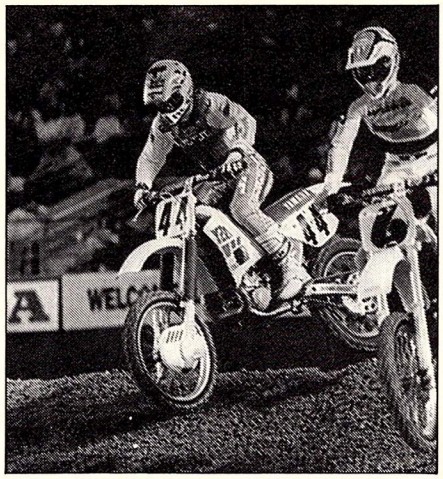
CARBON STEEL	
Honda (Stock)	$35.79
Yamaha (Stock)	$24.00
Kawasaki (Stock)	$39.50
Suzuki (Stock)	$39.57
Answer	$22.95
K&N	$19.95
O'Neal	$16.95
CHROMOLY	
Answer	$34.95
K&N	$29.95
O'Neal	$27.95
ALUMINUM	
Answer	$49.95
O'Neal	$42.95
Renthal	$45.95

☐ In the September issue of *MXA* the "Ask the MXperts" column dealt with the strengths, limitations and differences of the various types of handlebars currently available. The *MXA* wrecking crew was intrigued by this and decided it should pursue the matter further and in greater depth. In other words, the *MXA* wrecking crew decided that a handlebar shootout was in order.

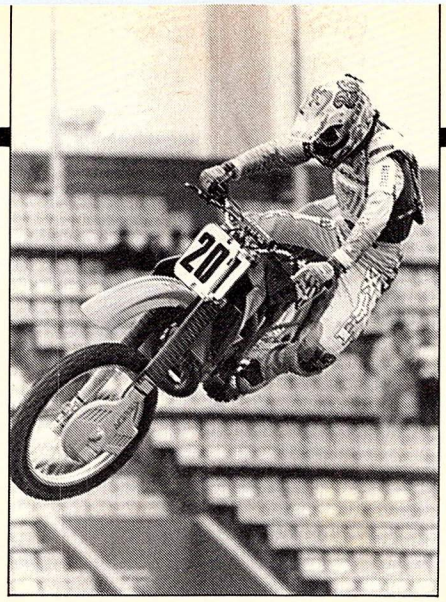
To that end, we compiled a slew of information on materials, thicknesses, weights, strengths and prices to determine which bar was the best. We also found out that handlebars aren't the inocuous piece of tubing they appear to be.



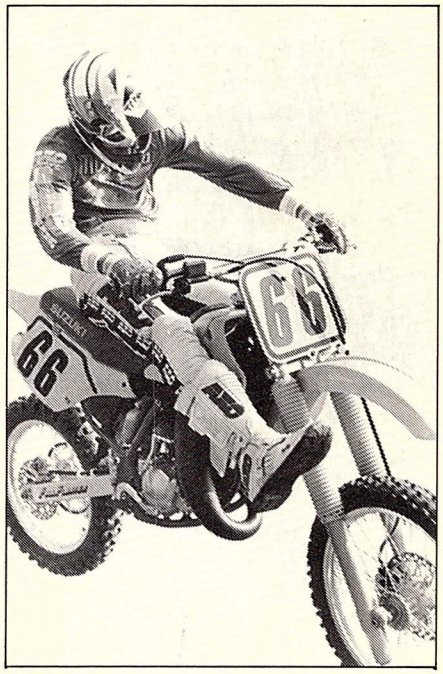
Bend 'em till they break: This machine exerts a continuous series of ever-increasing torque upon a set of bars until they yield, or no longer return to their original shape. A set of bars can take numerous bendings and straightenings, but each time it goes through the process it weakens. ►



Answer Alumilite: The Answer Alumilite bar is made in the United States from 7075-T6 aircraft-grade aluminum, and is the strongest of the bars we tested. The bar comes in seven bends, and four colors, as well as the brushed aluminum finish. The colored bars are $59.95, the brushed aluminum is $49.95.

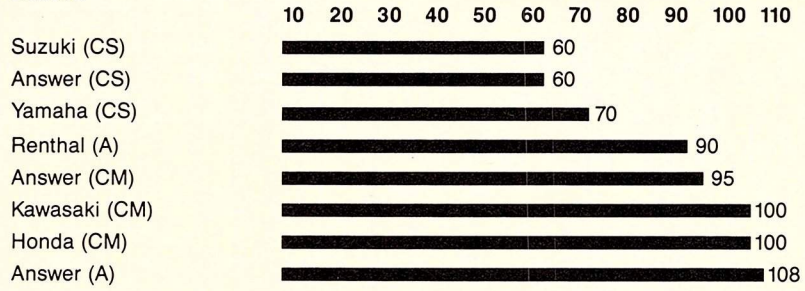


Renthal Aluminum: Imported from England, the Renthal aluminum bar is currently the most popular replacement bar. The bar is made from 6061-T6 aircraft-grade aluminum, and is available in five bends and four colors, in addition to the polished aluminum finish. The polished bar will cost you $45.95, the colored look will set you back $50.95. Crossbar pads will add on another $8.00.



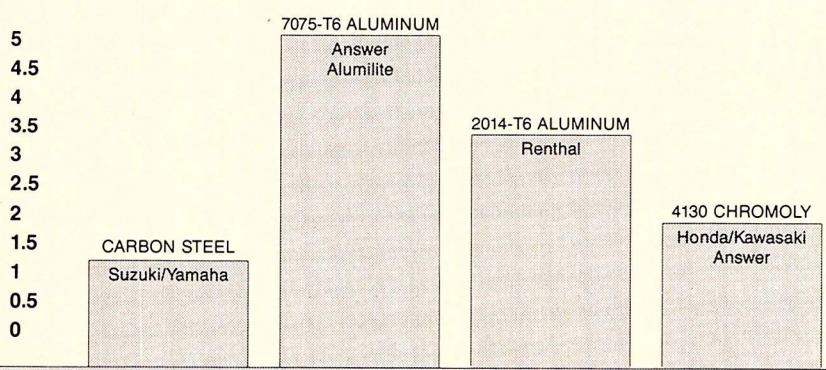
Carbon steel: Although the cheapest of the types of bars available, carbon steel is also the weakest. Both Yamahas and Suzukis come fitted with carbon steel bars, which are annealed, or softened, so that they will bend but almost never break. As long as you don't crash, or let your bike fall off the milk crate, you should have no problems with carbon steel bars. If you do crash, well . . .

AMOUNT OF FOOT POUNDS (×6) IT TAKES TO PERMANENTLY BEND HANDLEBAR

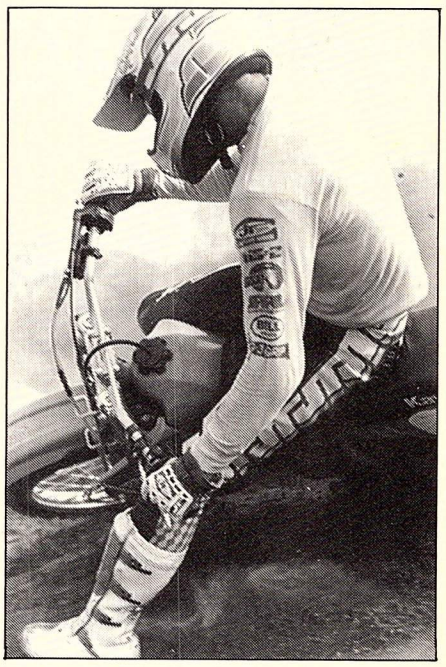


KEY: CS—Carbon Steel; CM—Chromoly; A—Aluminum.
Note: Chart depicts the amount of force (ft/lbs×6) that it took to bend a set of handlebars to the point that they would not return to their normal shape (i.e., Suzuki bars are weaker than Answer Alumilite bars)

STRENGTH-TO-WEIGHT RATIO OF COMMON HANDLEBAR MATERIALS



NOTE: The number to the left of the chart indicates the amount (times) that a given material is stronger than another type (i.e., 7075-T6 aluminum is 4.8 times stronger than carbon steel bars). The materials were tested using the same weight of material for all types (i.e., four pounds of 7075-T6 vs. four pounds of carbon steel.

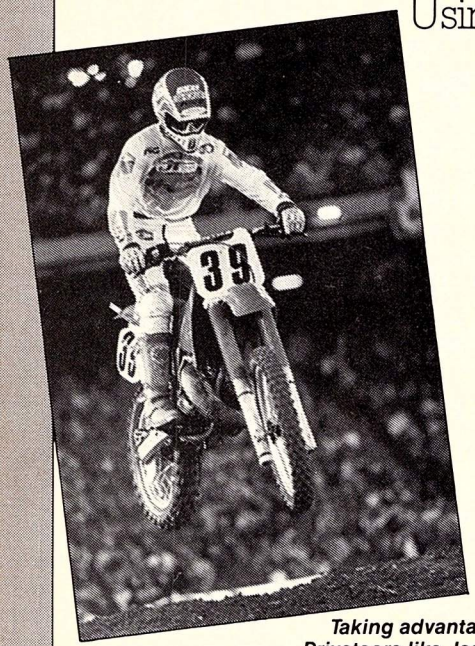


Chromoly: Both Kawasaki and Honda equip their bikes with chromoly bars. The stock bars of both bikes were stronger than the Renthal aluminum, but were heavier. One of the advantages of aluminum bars over chromoly or carbon steel is that they are more flexible, transmitting less shock to the rider's arms. This is especially important given the front-end stiffness of bikes with upside-down forks. □

HOW TO SAVE MONEY

MOTOCROSS &

Using the IRS to your advantage



Taking advantage: Privateers like Jason Upshaw have all they can do to make ends meet. They know that the key to survival, and actually being able to continue racing, is to take advantage of the tax deductions allowed by law. If you race as a professional, whether on the Nationals or locally, the IRS can be one of your best sponsors.

By Dave Stephenson

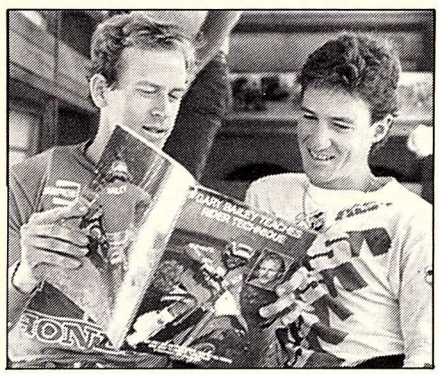
☐ Although motocross is an athletic endeavor, if you are a professional it is also a business endeavor. As a business, meant to make money, it should be given the attention to detail that it deserves. Unfortunately, many racers don't treat their racing as such, and consequently they fail at the business end of racing. Taxes are one neglected area. Like most everyone else, racers regard the filing of taxes as a great hassle, and a distraction to their racing. Yet those same filed income tax returns can become a great asset to the pro racer. In fact, the Internal Revenue Service can almost be considered a sponsor.

IN BUSINESS FOR YOURSELF

Unless you are one of the top factory stars or privateers, you most likely spend most or all the money you make on your racing. You may not think in terms of "business" and "income," but you really are running a business of sorts, and the money you earn is income; therefore, you are self-employed. You don't have to rush out and have business cards made up, but you will need to practice some basic business principles. You should know how to take advantage of the many tax breaks afforded those who are in business for themselves.

PRACTICING THE BASICS

Accurate records of the money you spend in conjunction with racing is the most important part of running your own business. These records determine the amount of money you will be able to deduct from your taxes. An organized accounting of all expenses is necessary. The best way to do this is with a ledger book, which is not expensive and can be found at any stationery store. Set up the ledger book in such a way that each and every expense can be noted in the ledger, preferably under specific categories, such as hotels, meals, vehicle repairs, etc. Categorizing your expenses will



The cost of education: If you attend any classes or a school to improve yourself in regard to your profession, in this case a riding school, you can write off the costs. If the education happens to come in printed form you can deduct that, too.

make it easier when it comes time to fill in deductions on your returns. It is a good idea to make the notations as soon as possible. It is also a good idea to have two books: one to be kept in your vehicle for immediate use, and the other at home in case something happens to the first.

Of course, writing your expenses in a ledger isn't the only record you will need to have. Each written entry will need to be backed up by a receipt in case the IRS decides to audit you. Each receipt should clearly show the date, how much was spent, and where it was spent. It sounds like a hassle at first, but once the habit is established it becomes easy.

Purchases like batteries for your EFS goggles, or a tube of Loc-Tite, are often made with cash at hardware or convenience stores

Not quite to the bank: Top riders like Rick Johnson make a profit from their racing. To avoid the heavy taxes that come with making the big bucks, be it $1000 for winning a heat race or $100,000 for a championship, many riders have set up retirement funds like KEOGH plans. The money can't be touched until retirement, but it can't be taxed either.

and have register receipts that aren't itemized by name. Quickly date and identify all purchases. Many times buyers forget to ask for a receipt at stores such as these. Over the course of a season these $3.00 purchases can add up to a lot of deductible money. Wherever possible, write a check to ensure an accurate record.

THE FLIP SIDE: INCOME

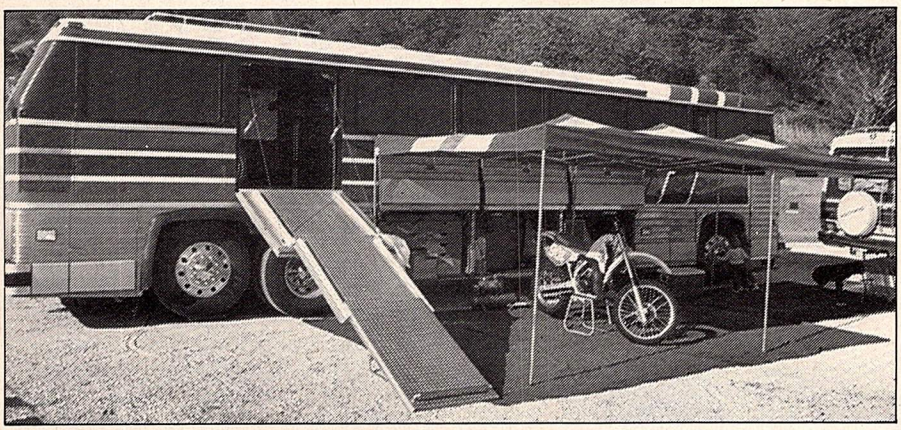
On the other side of the ledger, so to speak, you will naturally need to keep track of the money, or income, that you earn. For tax purposes income is defined as anything that was received (paid to you) in exchange for services rendered (racing). Prize money, start money, bonuses and contingencies are the more obvious forms of income, but money isn't the only kind of income.

The IRS considers items with a "Fair Market Value" as income, as well. Any products that a sponsor gives to you (bikes, gear, parts, etc.) are considered income since they were given in exchange for your racing. Also, any prizes that are won or given to you, such as vehicles and furniture, fall into this category, and their value must be reported as income.

PREPARING YOUR TAXES

Now that you have organized the business end of racing, preparing your tax returns should be an easy task. If you do your taxes yourself make sure you have all the correct

THE TAXMAN



***Take the bus:** It doesn't matter whether you drive to the races in a $500,000 custom bus or in mom's Pinto, the costs of travelling are deductible. You can also deduct bus or taxi fare, rental cars, tolls and parking. As long as it was directly related to your racing, it is allowable. Trips to Lovely Louella's are not.*

forms that your state requires. The federal government requires that you fill out the 1040 long form, including Schedule A (Itemized Deductions), Schedule C (Profit or Loss from Business or Profession) and Schedule SE (Social Security Self-Employment Tax).

The easiest way to handle taxes is to take them to a qualified tax counselor or accountant. They will be up-to-date on the latest tax laws and will be able to help you make the most from the deductions and credits available to you. For example, your tax consultant will help you fill out the forms necessary to file quarterly tax payments, based on projected income (you have to pay taxes in to get money back). With any luck you will have found that you have made a profit, and that maybe Uncle Sam even owes you money. □

Thom Veety

***Doctor bills:** While the bill from the doctor is not deductible, the cost of having medical insurance is. To write off some facet of your racing will require careful and accurate documentation and records. A little effort now can save a lot of effort, hassle and wasted deductions come tax time.*

WHITTLE THAT TAX AWAY

ALLOWABLE DEDUCTIONS

• *Tools & Equipment:* Any mechanical instruments needed for you to perform tasks related to racing fall into this category. Included are bike, wrenches, air compressors, parts washers, etc. Since your bike generally has a usable lifespan of one season, and can be sold as a used bike, you can deduct the resale value of the bike.

Modifications: Any modifications that are made to your bike, such as motor and suspension work, that will enable you to perform your job better are deductible.

Repairs: Keeping your bike and vehicles in working order is essential to your race effort. Replacing rings, pistons, tires, bars, chains and so on are all deductible repairs.

Supplies: Supplies are items that are regularly needed in the course of your working endeavors. Included in supplies are gas, oils and other chemicals, numbers, chalk for your pit board, etc.

Safety equipment: Any equipment bought for the purposes of safety, and that can't be worn in everyday use, is deductible. Thus your boots, leathers, goggles, gloves, kidney belt, chest protector and helmet can all be written off.

Professional Organizations: As part of your racing you are required to join the various organizations that run racing events. The costs of your licenses in the AMA, NESC, CMC and so on are allowable deductions.

Entry Fees: To practice your profession you must enter events, and that costs money. You can deduct the entry fee, as well as the gate fee, but be sure you have receipts.

Lodgings: Any time you stay in a hotel, either at a race or on the way to or from that race, you have incurred a deductible expense.

Meals: The IRS allows you to deduct 80 percent of your meals while on the road. They can be meals eaten in a restaurant, or food bought as groceries. Remember not to go overboard; the IRS isn't too keen on $60 lunches.

Travel: If you fly to a race you can deduct the price of your airfare. You can also deduct the cost of parking at the airport, or taking a bus, etc. The cost of a rental car is also deductible, as are tolls incurred while driving.

Insurance: Medical insurance is a necessity, given the risks involved in racing a motorcycle. The costs of insurance are deductible.

Education: Improving one's performance should increase the profitability of the business. Any classes or schools attended that relate to racing and improving your working skills or knowledge are allowable deductions.

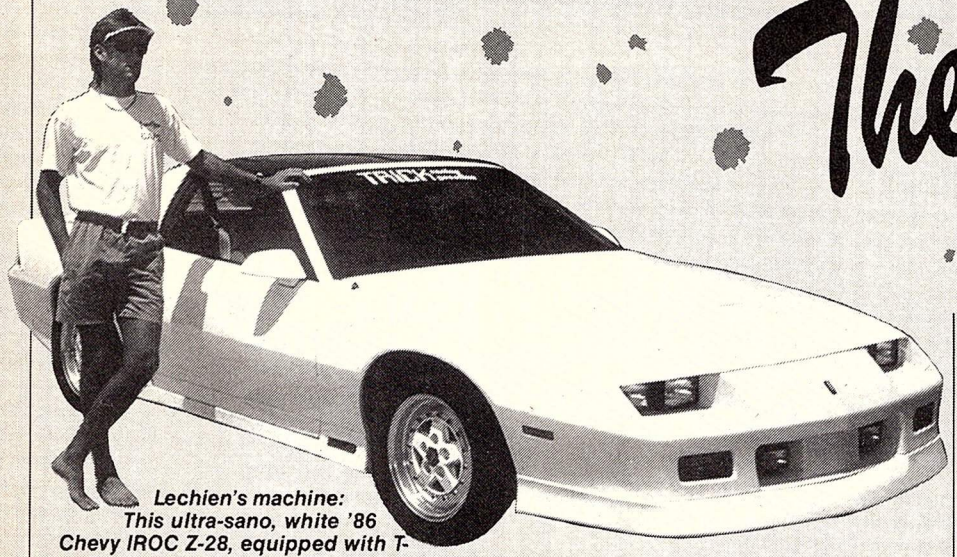
Trade Publications: Publications like *Motocross Action,* which have a direct bearing on your profession, are considered trade publications. Their costs can be written off.

Mileage: There are two ways in which the wear and tear on your vehicle can be deducted. The first involves totaling all actual expenses, such as gas, oil, insurance, repairs, depreciation, etc. The second involves totaling the mileage you travel within the tax year.

Only mileage that is directly related to racing is allowed. This includes trips to the races, practice areas, shop, airport, even the hospital. The deductible rate is currently 22.5 cents per mile for the first 15,000 miles, and 11 cents for every mile thereafter. Included within this allowance is depreciation of your vehicle. The best policy is to follow both methods and find which gives you the greatest deduction. •

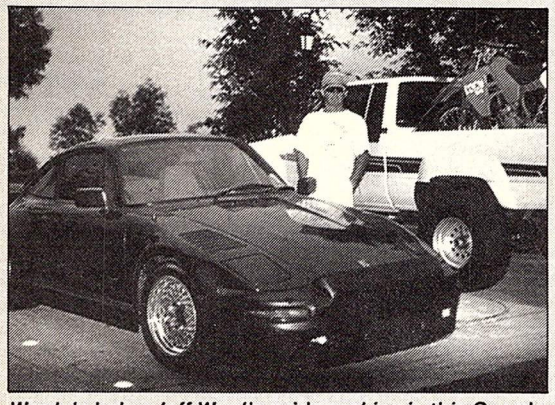
THE CARS OF The Stars

Wheels for "big wheels"

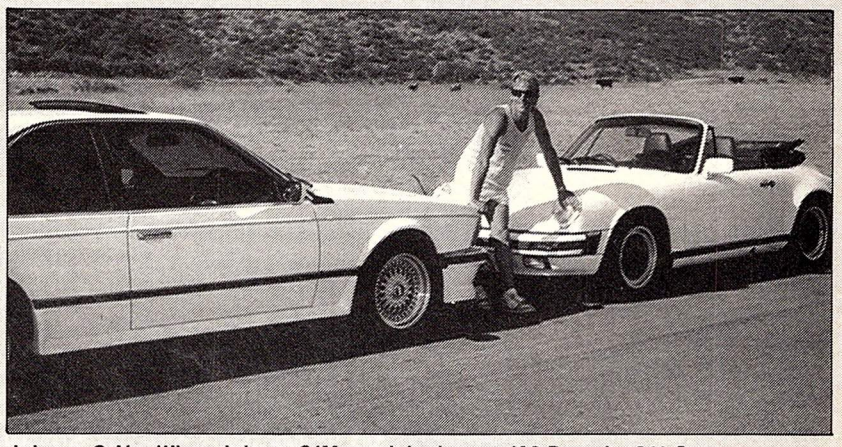


Lechien's machine: This ultra-sano, white '86 Chevy IROC Z-28, equipped with T-top, Go Hi racing rims and a 20-speaker, 700-watt stereo system, gets Ron around town in style. The car perfectly matches Ron's fast-paced lifestyle.

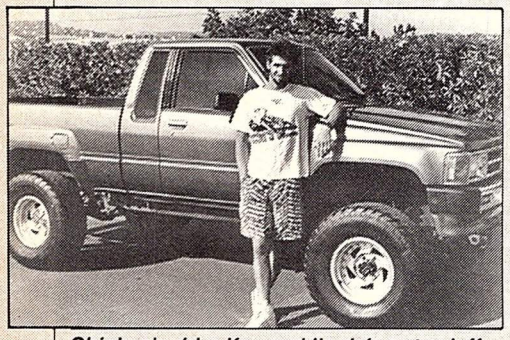
☐ The next time you're pounding down the highway in your beat-up old Datsun and see some shoe clerk blast by in a Ferarri F40, just remember that if you were a little bit faster, a little more famous and collecting the kind of paycheck that America's motocross stars do—that could be you. The question at hand is, what do the motocross stars of the National circuit actually drive when they aren't astride two-wheels? The answers will surprise you.



Wardy's baby: Jeff Ward's pride and joy is this Guard Red, slant-nose Porsche 930 Turbo. The 930 is equipped with a 300-watt Kenwood stereo system and BVS rims. In the background is Jeff's Toyota 4 x 4 extra-cab turbo which he will be selling soon. Any takers?

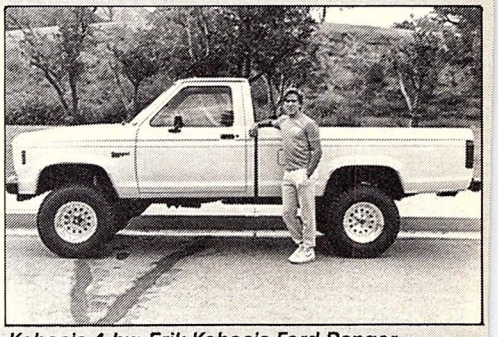


Johnny, O-No: When Johnny O'Mara picked up an '88 Porsche 911 Carrera convertible he decided to sell his BMW M635 to a friend. Shortly after this photo was taken some thief made off with Johnny's new Porsche. Lucky for O'Show he had full coverage; the insurance company is replacing his 911.



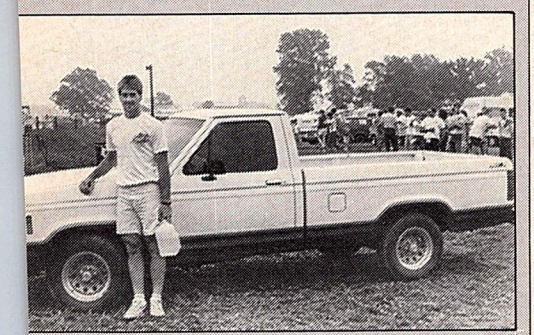
Chicken's ride: Kawasaki's rising star Jeff Matiasevich gets around town in his charcoal-gray Toyota 4 x 4 extra-cab. For his listening pleasure Jeff has a Sony 440-watt stereo system that has a cassette and a compact disc player. It's a nice cruiser with plenty of sound.

Family man: Guy Cooper has a wife but no kids yet; when he has kids he'll be ready, though. His Honda CRX hatchback is great for getting around town or taking a short trip in comfort. Also, driving a Honda probably makes American Honda proud to have this Guy.

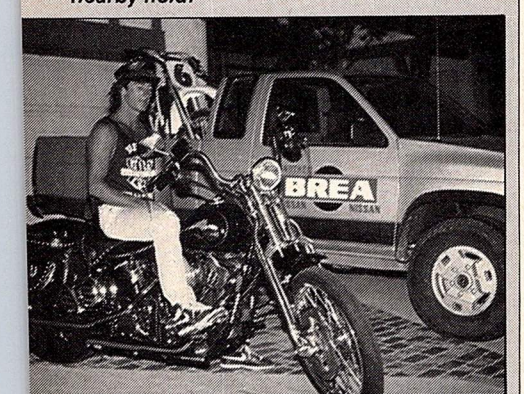


Kehoe's 4-by: Erik Kehoe's Ford Ranger 4 x 4 sports a 4" lift kit. Erik has only had the truck a short time and has not had a chance to do all the modifications he's wanted to. In addition to the lift kits he's installed larger tires and rims for better traction on those off-road excursions.

Too hip, gotta go:
They say Rick Johnson is the style king, and you'd have to agree after taking a look at his ultra-trick, jet-black Mercedes 190 SC. Ricky got a good deal on the car from his boss at Honda, Roger DeCoster. The stereo alone cost more than most people's cars.



Red rider: Jeff Stanton drives this basically stock two-wheel-drive, white Ford Ranger. Only days before this photo was taken teenaged hoodlums drove off with Jeff's prized vehicle. Jeff pursued on foot and fortunately the truck was abandoned in a nearby field.

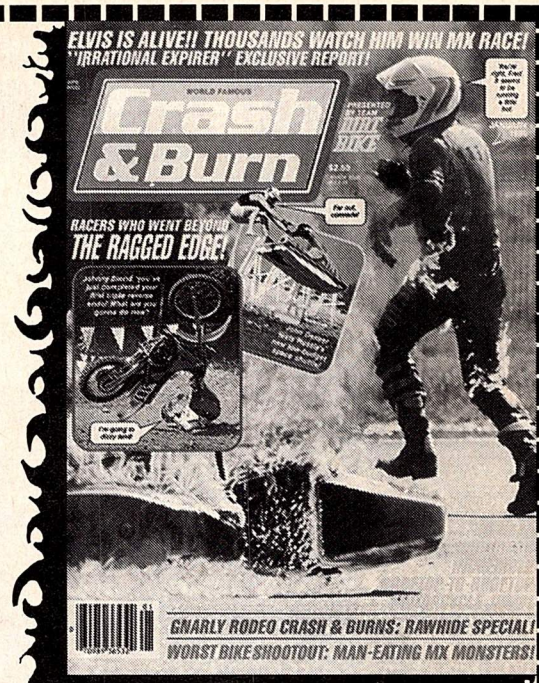


Micky's mobile: When not out roosting his YZ250 Micky Dymond likes to throw a leg over his 1988 Harley Davidson Springer Softail. The bike is personalized with leather saddlebags and polished chrome everywhere. It's perfect for when he goes for a ride with his buddies from Motley Crue.□

THIS ISSUE OF *CRASH & BURN* IS *REALLY* HOT!

Our editors talked to everybody except Joe Isuzu to find out what the latest "hot" items are. Here's a sample:

Does Hannah marry Elvira?
Worst bike shootout
Rooftop motorcycle jump
Cowboy crash & burns
Elvis still races MX!
AND MUCH MORE!!!


ELVIS IS ALIVE!! THOUSANDS WATCH HIM WIN MX RACE!
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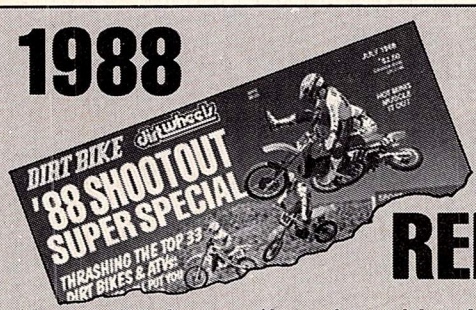

You can't take an off-road machine for a test ride, so the editors of *Dirt Bike* and *Dirt Wheels* have done it for you. The top 33 motorcycles and ATVs are tested and rated side-by-side for power, handling, reliability, and many other important characteristics that you need to know! Be a smart shopper and send for your copy of the *'88 SHOOTOUT SUPER SPECIAL* before you buy. Testing off-road bikes and ATVs is our business; and we've been doing it better than anybody else since 1971! Use the handy order form below!

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RUBBING THE WRONG WAY

HOW TO AVOID BLISTERS

Borrow a pair of hands

I give up: Derek Nye shows what can happen when hands are improperly taped or just simply overused. By following Jeff Spencer's tips for avoiding blisters you can prevent your hands from suffering the same fat as poor Derek's. Ouch!

◄ Big and bad: Open bikes can do serious damage to your hands, especially if you're not used to riding them. The heavier weight and abundance of power can literally tear the bike out of your hands at times, and in some cases turn your palms into Alpo.

☐ You'll probably never forget the first time you got a blister from riding a motocrosser. Your buddy decided to let you take a few hot laps on his new big-bore Open-class bike that you'd been drooling over all day. The power was incredible, and so were the blisters that suddenly appeared on your hands when you were done. That's how blisters occur, usually when a rider changes from one type of riding to another, switches bikes, rides harder for a longer period of time, changes handlebars or, for Supercross racers in particular, when they have to race on back-to-back days. Blisters show up on the palm of the hand and are caused by an accumulation of fluid between the outer and inner layers of skin. The repeated rubbing and friction causes the inner layer of skin to separate; the pain is caused by the damaged skin sending pain impulses to the brain whenever the layers of skin come in contact. Here are a number of ways to avoid getting blisters (and also some helpful tips on what to do once it's too late and you already have them).

HOW TO AVOID BLISTERS

One: Tape your hands. Many people do this but they do it the wrong way or they use the wrong type of tape, or both. Make sure to follow the correct taping procedure and be sure to use elastic, not adhesive, sports tape.

Two: Keep your hands in good shape. By this we mean keep the callouses trimmed down and take care of your hands when they're dry and sore. Any kind of moisturizing lotion will help your hands after a long, hard, dry day of riding.

Three: Make sure your gloves fit properly. Loose-fitting gloves will do more damage than gloves that are too tight.

Four: Don't put on new gloves the day of a race. Wear them once or twice riding before you race with them; this will allow the leather time to stretch and form to your hands.

Five: Prepare your hands for it. When you know you're going to have an unusually tough race or ride, prepare your hands for it by riding harder in practice the week before. Do this as gradually as possible to allow your hands time to adjust and get tougher.

Six: Don't let your gloves petrify in your gear bag. Take them out as soon as possible after the race and keep the leather supple and pliant.

Seven: Keep your hands dry. The skin on your hands is softened by exposure to water, and when the skin is softened it is more likely to blister. Changing gloves between motos will help keep your hands dry.

Eight: When you feel a blister start to develop, stop what you're doing. Use tape as soon as you feel discomfort. It takes much less time to prevent a blister than it does to recover from one.

WHAT TO DO WHEN YOU GET A BLISTER

While it isn't a good idea to break a blister (because it becomes vulnerable to infection), it is better than letting it tear open. We offer the correct procedure only as a temporary treatment. Severe blistering or any sign of infection should be given a doctor's care.

Step One: Wash your hands with soap and water and thoroughly dry them.

Step Two: Clean the area around the blister with alcohol.

Step Three: Sterilize a needle over a flame intil it glows. Let it cool.

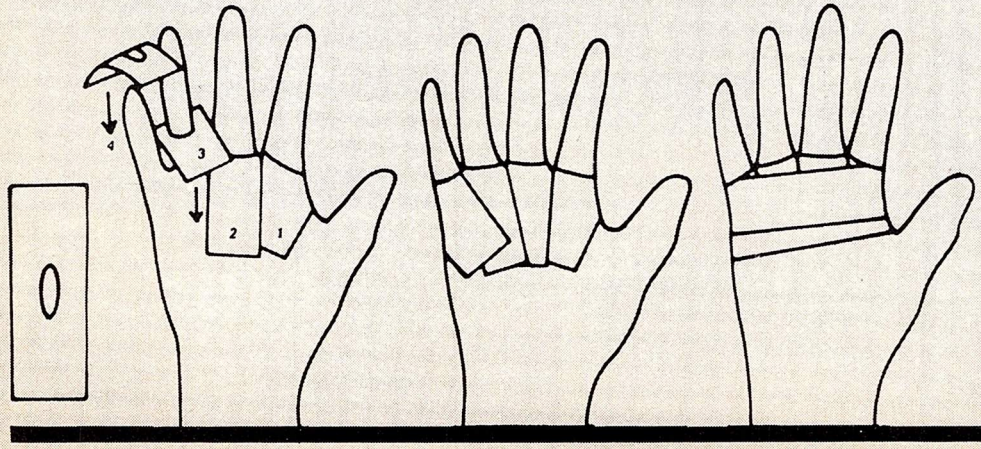
Step Four: Using the needle, puncture a small hole on the edge of the blister.

Step Five: Drain the fluid out of the blister by applying pressure to the top of the bubble.

Step Six: Leave the skin on the blister to protect the skin below and to help prevent infection.

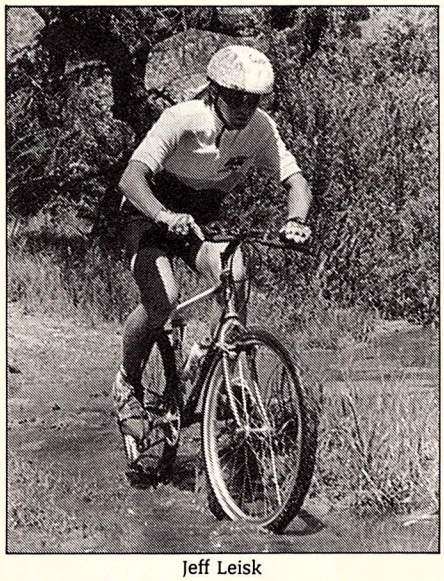
Step Seven: Put a band-aid over the blister until the fresh skin underneath matures.

Step Eight: If you have to race with blisters on your hands you need to pick up some adhesive felt donuts that are made for putting over blisters, you can get them at any pharmacy and you put them on before taping. This will prevent further damage. ☐

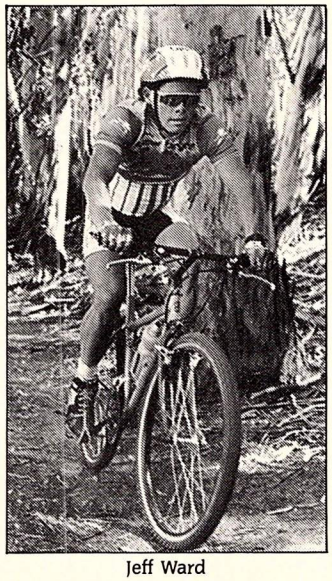


◄ STEP ONE: Cut four strips of two-inch-wide elastic tape and make a slit in the center to allow the tape to slip over your fingers. STEP TWO: Pull each strip of elastic tape over each finger and overlap it so it lies flat. STEP THREE: Once you have each finger joint and palm callous covered, wrap the top of your hand with two encircling wraps of two-inch adhesive tape.

CAN A MOUNTAIN BIKE IMPROVE YOUR LAP TIMES ON A MOTOCROSS TRACK?



Jeff Leisk
Team Honda



Jeff Ward
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Johnny O'Mara
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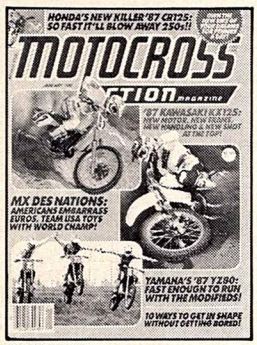
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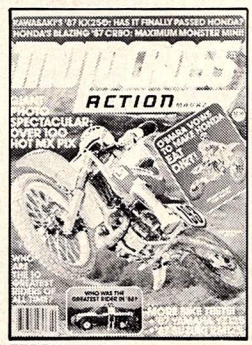
'87 KAWASAKI KX125: NEW MOTOR, NEW FRAME, NEW HANDLING & NEW SHOT AT THE TOP!
MX DES NATIONS: AMERICANS EMBARRASS EUROS. TEAM USA TOTS WITH WORLD CHAMP!
YAMAHA'S '87 YZ90: FAST ENOUGH TO RUN WITH THE MODIFIDS!
10 WAYS TO GET IN SHAPE WITHOUT GETTING BORED!

☐ **JANUARY '87**
CR125R, YZ80T, KX125, MX des Nations, Euro Supercross, Rick Johnson intrv., Star workouts


KAWASAKI'S '87 KX250: HAS IT FINALLY PASSED HONDA?
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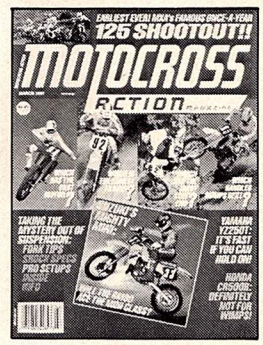
KX250, YZ125T, RM250H vs. CR250R, RM125H, CR80R, Premix guide, O'Mara interview


EARLIEST EVER! MX's FAMOUS RACE-A-YEAR
125 SHOOTOUT!!
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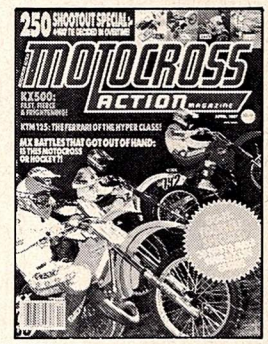
TAMING THE MEAN SYSTEM OUT OF SUSPENSION: FORK TIPS
PRO SETUPS
YAMAHA YZ250T: IT'S FAST IF YOU CAN HOLD ON
HONDA: CR80R DEFINITELY NOT FOR WIMPS!

☐ **MARCH '87**
CR500R, 125s shootout, RM80H, YZ250T, Veronica Beach, 125 setups,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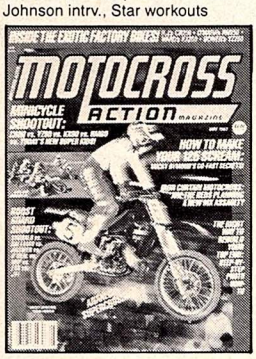
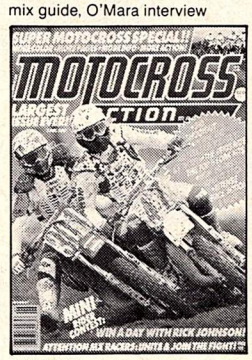
KX500: FAST, RUDE & FRIGHTENING!
KTM 125: THE FERRARI OF THE HYPER CLASS!
MX BATTLES THAT GOT OUT OF HAND: IS THIS MOTOCROSS OR HOCKEY?!

☐ **APRIL '87**
KX500, RM250H, 250s shootout, KTM 125, Paris Supercross, 250 setups, Repack silencers, Ward



☐ **MAY '87**
YZ490, Mini shootout, KTM500, Supercross/Anaheim; Ward, Dymond, Johnson tell race secrets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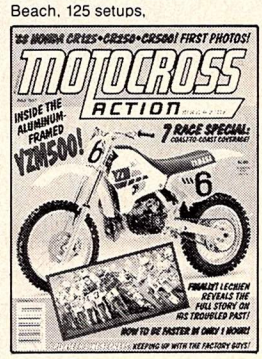
125 special, Open class shootout, Supercross/San Diego & Miami, Euro int'l, Pros pick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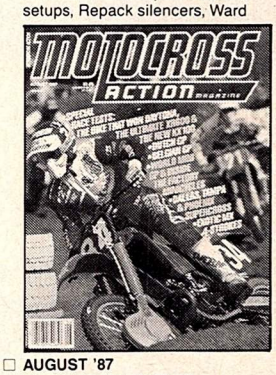
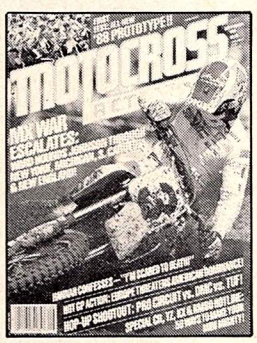
YZM500, Privateer 250s, Holeshot tips, Clutch fix, Supercross/Daytona, Las Vegas



☐ **AUGUST '87**
Ryan's CR250, KX80-J2, ATK600, Supercross/Tampa, Dallas, Phoenix, Damon Bradshaw interview



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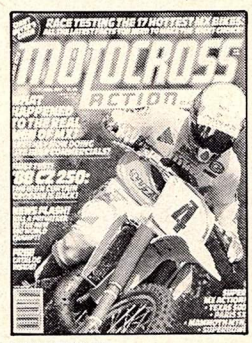
KX125s factory, White CR250R, Ten worst bikes ever, Rear suspension tricks, Hannah



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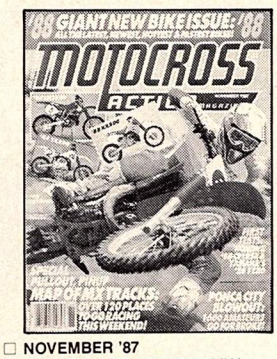
17-bike comparison, Replace brake pads, Intermediates, 250 Nat'l Champs showdown



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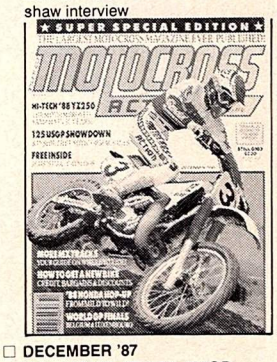

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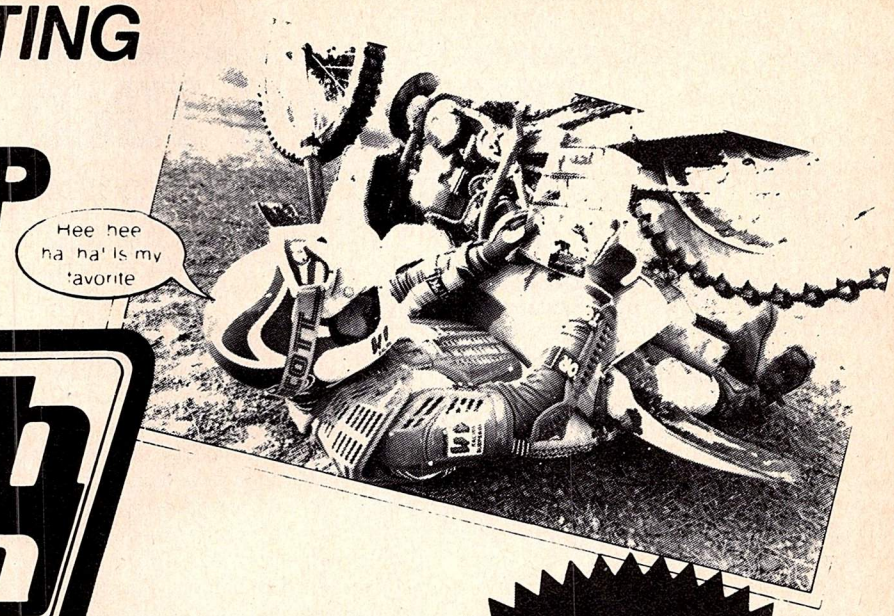

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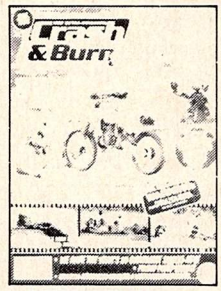

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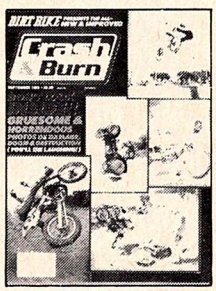

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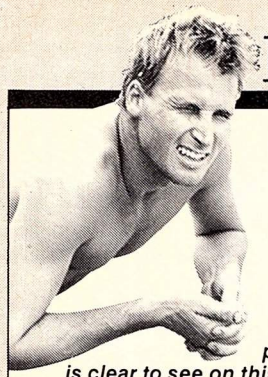


DON'T BE AFRAID TO SWEAT

HOW TO END ARM PUMP

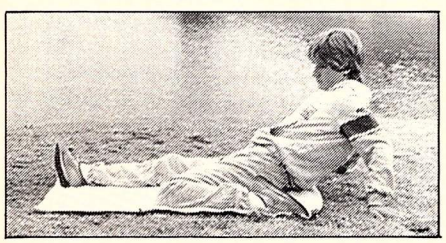
Beating the Popeye syndrome

Don't let this happen to you: The grimace of pain from arm pump is clear to see on this rider's face. We all know the feeling of having your forearms pump up like balloons, and it can be avoided if the correct steps are taken during the week and on race day.

☐ Arm pump. Many motocrossers live in fear of these two words. We all know the feeling of putting in some hot laps on a motocross track and coming off with your forearms feeling like someone pumped 30 pounds of air into them. Arm pump can happen to any rider at just about any time and there aren't specific reasons why it happens; it just does. So what can you do about this problem? Well, once it happens during a race there's not a whole lot you can do about it, but there are ways to prevent arm pump from occurring. The *MXA* wrecking crew wanted to know the best ways to avoid arm pump, so we contacted Jeff Spencer, the motocross trainer of the stars, to find out just how the top riders in America keep their forearms from over-inflating. Here are his tips for ending arm pump.

1. GET REALLY WARMED-UP

The primary reason why forearms pump up is insufficient warm-up. It's very important in practice to ride hard and get a really good sweat going. Many riders have the misconception that if they ride hard during practice they'll use energy that they would need during the actual race; therefore, they tend to not practice quite as hard as they might. When the human body is warmed up correctly it runs at a very efficient rate, and the purpose of a warm-up is to get the body adjusted to perform at that race level. When a rider isn't warmed up properly the body is forced to go from one performance level to a higher performance level without an adequate transitional period. When this happens the body can't adapt to the added load that's put on it and it fatigues prematurely. That's the reason arms pump up. The best way to avoid this premature fatigue is to get a really good warm-up before you ride or race.



Get stretched: Stretching not only helps prevent injury, but it also gets and keeps the body limber and the blood flowing. Forearms can be stretched by placing the ends of your fingers and thumbs on the handlebars, palms down, and gently pushing your hands toward the ground.

On race day it's particularly important to be good and warmed-up. Riding hard in practice is only the beginning. If there's a long time between the end of practice and your race, make sure you do something to keep your body warmed up and loose. Given the area you have to work with in the pits, there are a number of things you could do. Calisthenics are easy to do and you don't need a lot of room. A mini trampoline is also good in restricted space areas. If you have some room to move around you could jog, ride a mountain bike or toss a ball around. Any of these will help keep your body in the right mode to race.

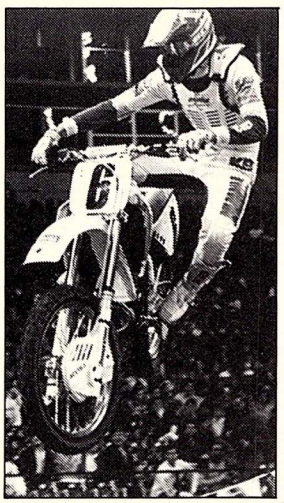
2. DURING THE WEEK

It's very important for riders practicing during the week to ride as hard in practice as they do when they're on the race track competing. If a rider practices during the week at 80 percent of race speed, the body has to make up that extra 20 percent on race day, and the body can't do that. That's like going out to your moto with no practice; the body can't handle the extra load. Many riders believe that if their motos last 30 minutes they just have to put in 30-minute practice sessions. This is true to an extent, but you also have to go race speed for 30 minutes and most riders who aren't hard-charging pros don't practice that way. Just ask any pro rider what the toughest part of turning pro was and they'll tell you that it's going fast for the whole moto; not the faster speed of the top guys, but their ability to go that speed for 30 minutes.

The best way to prove to yourself how important proper warm-up is is to think how you've felt when you go riding the day after a good, hard race. Most people do their best riding on these days. That's because the body got an excellent warming-up period during the race and is actually looser and readier to go than it was the day before, when the race occurred.

3. STAY RELAXED

A lot of riders hold on very tight when they ride or race. There is no need to have a death grip on the bars when you're riding. Try to ride with a relaxed grip; it may take some time to get used to but once you do you'll find out you actually have better control of the bike because your whole body becomes more relaxed and you ride smoother with less effort. The trick is to flow with the bike, not fight it. Remember that the bike responds to rider imput, and the smoother and more relaxed you ride the better your bike will respond.



◄ Keep it loose: One of the most effective ways to avoid arm pump is to ride relaxed. The next time you go to a big race, watch the top riders and you'll see how they, by relaxing, make riding look effortless. The more relaxed you are the less likely you'll be to pump up.

Get rid of the hand-strengthening devices. Squeezing a tennis ball or a hand exerciser will help strengthen your grip, but, as we just told you, that isn't what's needed. These things teach your hands to hold on as tightly as possible and you don't want that, you want to have a relaxed grip.

4. KEEP IT STRETCHED

Flexibility in a motocrosser is the number-one factor in preventing injuries and cramps. Forearm stretching can be done twice a day during the week, and on race day should be done after practice and before each race. With the muscles properly stretched, blood flows easier and cramping is reduced.

It is also very beneficial for a rider to stretch the body out completely before practice, the race and between motos. Many top stars have prevented major injuries by being as supple and stretched-out as possible every time they get on their bikes. It works for them and it will work for you, too.

5. ODDS & ENDS

Fluids in your body aid in cooling the muscles. Drink plenty of fluids, not only on race day, but during the week as well. The average human body can only assimilate about a quart of fluids an hour, so let that be your guide. Without fluids your body will dehydrate and overheat. An overheated body can cause muscles to cramp and will contribute to arm pump.

If you're out in your moto and your arms start to pump up, take the time to shake your arms and wiggle your fingers. You can do this on straights or safe parts of the track. This will help to relax the muscles and loosen the pump. Try to keep loose on the track and this will help keep your whole body relaxed. Remember, you can't be too relaxed. So follow these simple guidelines and you too can ride without the fear of the Popeye syndrome. ☐

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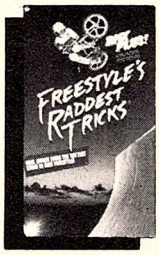

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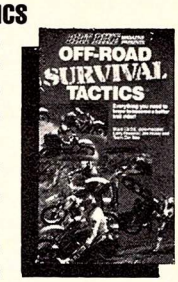

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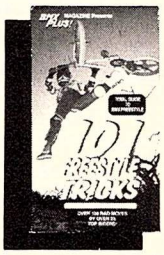

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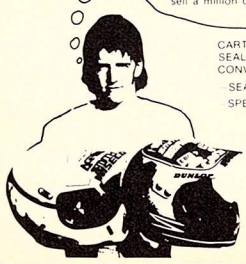

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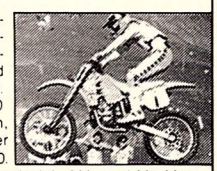

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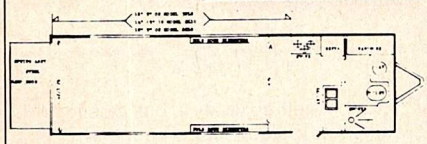

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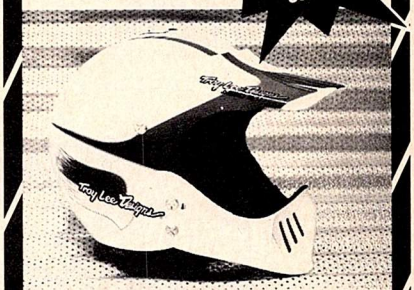

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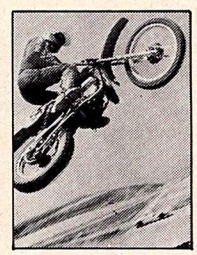

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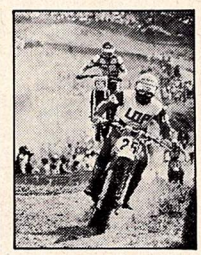

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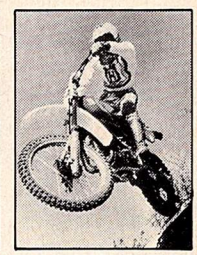

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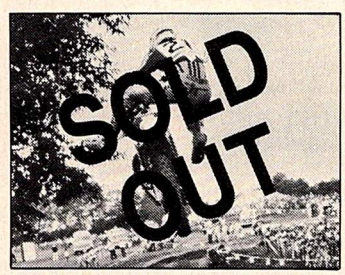

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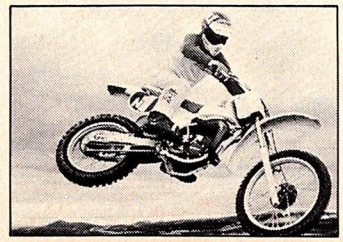

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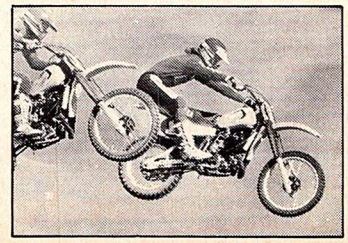

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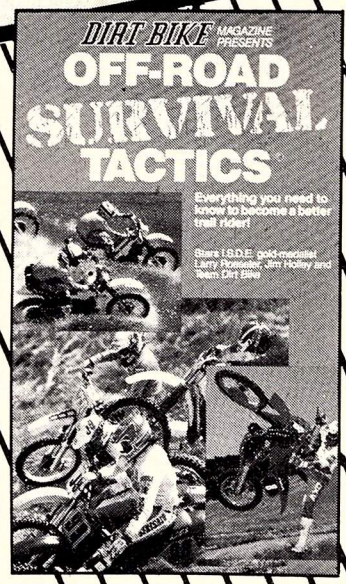

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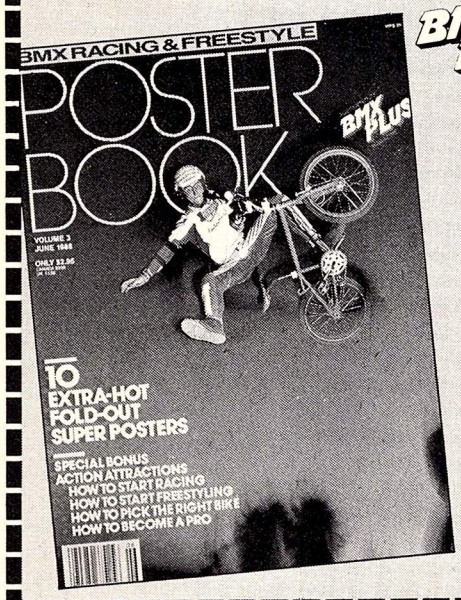

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Tricks From The Trade

GAERNE EXT

FUNCTION: Gaerne boots are worn by such top stars as Mickey Dymond, Johnny O'Mara and hard-charging up-and-coming Mike Kiedrowski. The EXT boots are anatomically designed to give the rider maximum protection while allowing freedom of movement in the all-important ankle area. Two large Velcro straps combined with two leather buckles keep these boots fitting excellently and they're available in your choice of red, white or blue. Also featured is a 100 percent leather insole and a 5mm-thick steel shank for added support. The EXT boots are available in sizes 6-13 and sell for a suggested retail price of $199.95 a pair.

CONTACT: Answer Products, Inc., Dept. "Mickey Wears 'Em," 27967 Beale Ct., Valencia, CA 91355; (805) 257-4411.

MALCOLM SMITH PRO COMP

FUNCTION: The Pro Comp boots from Malcolm Smith are all-new for '89 and feature superior design using the finest top-grain leather. These boots have a built-in high-impact plastic shin plate, anatomically designed plastic and foam ankle protection, cam action buckles, a tempered steel shank and a durable plastic shift pad. You can pick up a pair of these hot new boots for $209.95 and they're available in white, red or blue.

CONTACT: Malcolm Smith Products, Dept. "Ankle Savers," 850 Marlborough, Riverside, CA 92507; (714) 686-1006.

ALPINESTAR TECH IV

FUNCTION: Alpinestar boots are known for their high quality and durability, as well as being designed with function and fashion in mind. After the tremendous success of the Tech II model, Alpinestar has introduced the updated and improved Tech IV model for '89, featuring a new cam-buckle system with four "Zytel Bayer" replaceable buckles that keep the boot tight against the foot and ankle for optimum support and safety. There is external plastic on the shifter portion and on the inner ankle and foot area and internal plastic heelcups, toe pieces and calf protection, along with a tempered steel arch shank. The Tech IVs are available in all white, white/blue, white/red or all blue and they go for about $210 a pair.

CONTACT: Malcolm Smith Products, Dept. "Alpinestars," 850 Marlborough, Riverside, CA 92507; (714) 686-1006.

AXO TURBO PLUS

FUNCTION: The AXO Turbo Plus boot has taken all the technology which made the original Turbo boot the #1 rated boot in America. The all-new ankle design protects the ankle while allowing total freedom of movement. A wedge-shaped shin guard slices through debris and the injection-molded colors can't rub off. New plastic straps don't stretch, fray or break and the kickoff tab in the rear of the boot makes for easy removal. Available in red, white, blue and black, the Turbo Plus boots go for $179.00.

CONTACT: AXO Sport America, Dept. "Turbo Plus," 25702 Rye Canyon Rd., Ste. E, Valencia, CA 91355; (805) 257-0474.

JT RACING

FUNCTION: The Boot from JT was designed with the help of six-time National Champion Broc Glover and Motocross des Nations Champion Ron Lechien, and if anybody knows how a boot should be built it's these guys. The Boot is constructed of the highest quality leather with plastic protection on the shifter boot and integrated into the shin plate. Sturdy leather straps and a large Velcro closure give The Boot a secure fit, and it looks totally stylish. You can get a pair of these hot JT boots for $199.00 and they're available in either white or blue.

CONTACT: JT Racing USA, Dept."Big Mac," 515 Otay Valley Rd., Chula Vista, CA 92011; (619) 421-2660.

HI-POINT PRO

FUNCTION: Hi-Point, the makers of the most popular boot ever made, the Hi-Point leather boot, introduces the all-new Pro boots. Made with the same craftmanship as the original Hi-Points, the Pro model has new styling and updated components. Some of the features are the anatomically designed plastic and foam ankle area that gives added support and protection, cam action buckles that make them easy to get in and out of and a high-impact plastic shin plate. The Pro boots also have a steel shank and plastic inner leg protection. This new model is available in red, white or blue and a pair will cost you $189.95.

CONTACT: Hi-Point, Dept. "Buckwheat's Buddies," 11249 Sunco Dr., Rancho Cordova, CA 95742; (800) 824-3872.

O'NEAL BULLET

FUNCTION: The O'Neal Bullet boots are designed to withstand the rigors of motocross and it is through intense research and testing that the best possible boot is made. The exclusive O'Neal bonded sole design combined with the new rubber compound virtually eliminates any problems that may occur with the sole of the boot separating from the boot body. The Bullet boots are also made with the right combination of flexible plastic and durable leather to give maximum protection where it counts. Bullet boots are available in adult sizes 6-13 in your choice of red, white, blue or black. Suggested price for a pair of O'Neal Bullets is $169.95.

CONTACT: O'Neal USA, Dept. "Bang, Bang," 9160 Jordan Ave., Chatsworth, CA 91311; (818) 998-1049.

FOX COMP 2

FUNCTION: Ricky wears the Fox Comp 2 boots, so don't you think that you should, too? Some of the outstanding features of the Comp 2 boots are the advanced design of the one-piece toe plate, the hidden quick-draw lace system that gives a snug fit and is easy to use and the molded, fully padded front plate that gives excellent shin protection. Comp 2 boots offer total ankle protection and also give needed support in that area; the ankles take an incredible amount of abuse in motocross and Fox designs their boots to keep your ankles in one piece and feeling great. You can pick up a pair of Comp 2s in blue, red, white or black for around $200.

CONTACT: Fox Racing USA, Dept. "Killer Comps," 520 McGlincy Ln., Campbell, CA 95008; (408) 371-1221.

SIDI ROYAL

FUNCTION: The Sidi Royal boots feature a raised-point protection system that provides greater protection than traditional rigid plates. Each boot has 47 raised points that work like small independent shock absorbers. They are hollow and compress upon impact to absorb tha energy of the blow. These boots are available in eight different eye-catching colors including white, red, blue, black, gray/blue, gray/magenta, white/magenta and white/fluorescent green. Sidi Royal boots have three large Velcro straps and an inner drawstring for the best possible fit and come in adult sizes 6-13. Suggested price for a pair is $185.

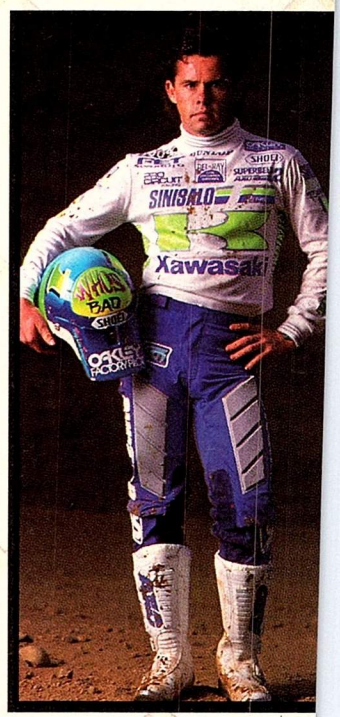
CONTACT: Hallman Sports, Dept. "Larry, Larry," 315 W. Bradley Ave., El Cajon, CA 92020; (619) 442-0431. □

In this business is the name of

To many, motocross racing is simply a sport. But to 1988 250 Outdoor National Champion and Trophy Des Nations team member Jeff Ward, it's purely business.

So When Wardy dresses for a day at the office, he needs all the protection he can get. And his best line of defense are SCD pants from Sinisalo.

SCD pants were the first to incorporate patented BioFoam™ padding on the hips, waist and thighs. So no matter what (or who) he runs into on the track, Jeff knows he'll come out unscathed at the finish.



Jeff Ward

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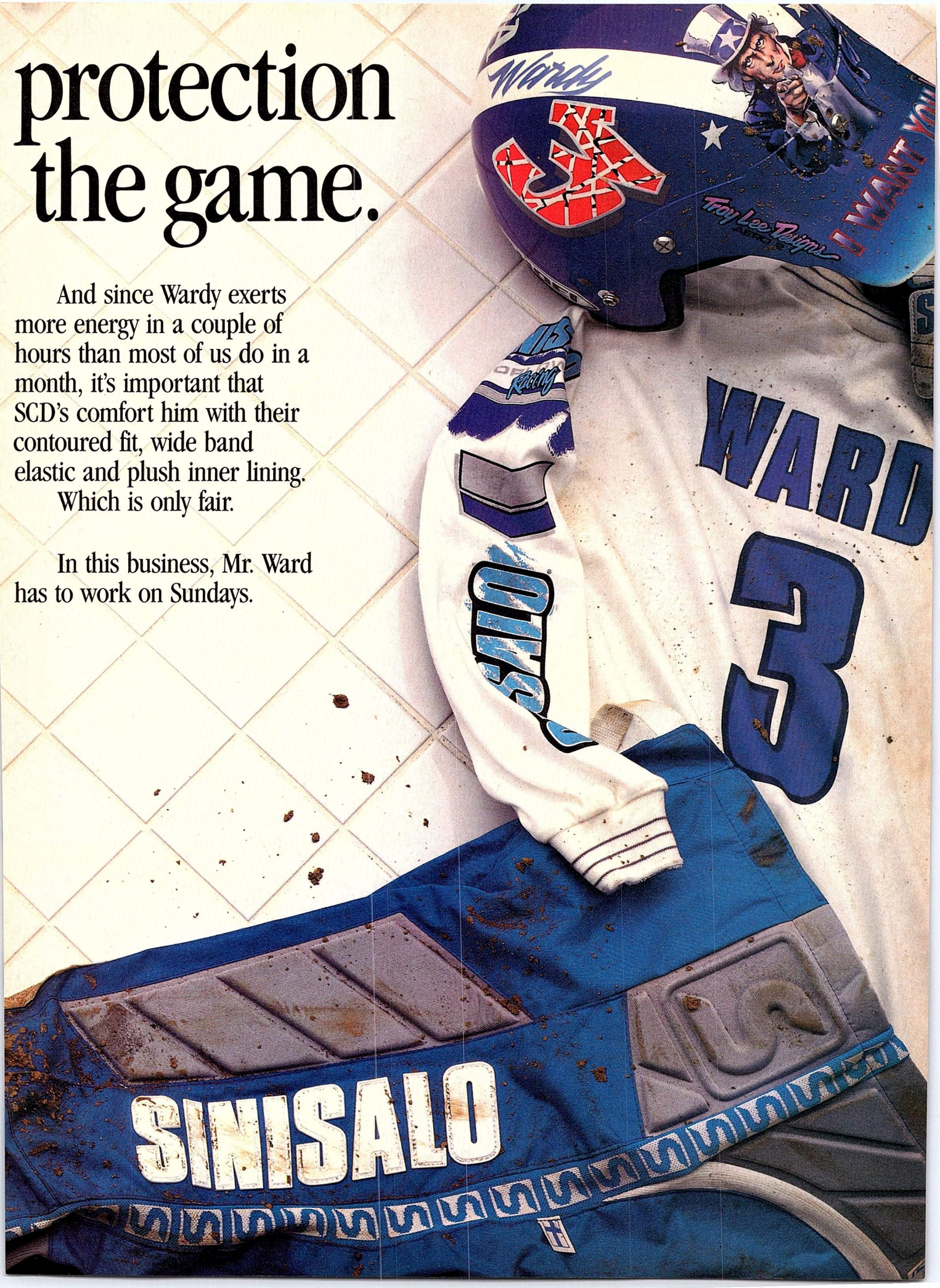
protection the game.

And since Wardy exerts more energy in a couple of hours than most of us do in a month, it's important that SCD's comfort him with their contoured fit, wide band elastic and plush inner lining.

Which is only fair.

In this business, Mr. Ward has to work on Sundays.



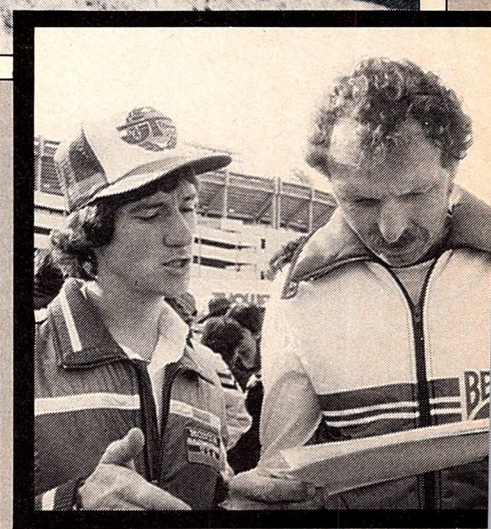
Great Moments

The first American victory ever

☐ On July 4, 1969, Husqvarna importer Edison Dye flew a contingent of European motocross stars over to Saddleback Park for an event billed as the Firecracker Motocross. Everyone expected the Europeans to give the Americans another shellacking as Grand Prix riders Arne Kring, Stig Pettersson, Alan Clough, Frans Sigmans, Dave Smith and Ray Jordan lined up for the 250 moto. Americans Gary Bailey, Tom Rapp, Bill Silverthorn, Al Baker, John Kenyon, Billy Uhl and Mike Runyard prepared to defend American honor.

When the dust had cleared in the 100-degree weather, Gary Bailey had done the impossible. The lanky Bailey had pushed his Greeves Griffon to a 3-1 score to defeat factory Husqvarna star Arne Kring's 1-3. Bailey's feat was not to be the start of the great American upsurge in motocross fortunes; it would be four more years before another American would finish a race ahead of a European (Jim Weinert, Rio Bravo Trans-AMA, 1973). But what Gary Bailey had done on that hot day in July put him on the cover of America's cycle newspapers and made him a household name.

Today, Gary Bailey runs the longest-running and biggest motocross school in the world. His son David followed in his father's footsteps to become a larger-than-life motocross star and beat more than his fair share of Europeans. David's victories at the Motocross des Nations completed the circle from father to son—American motocross heroes. ☐



Family business: Gary Bailey (right) and son David represent the first and second generations of American motocrossers. Both were winning riders who brought glory to their country.

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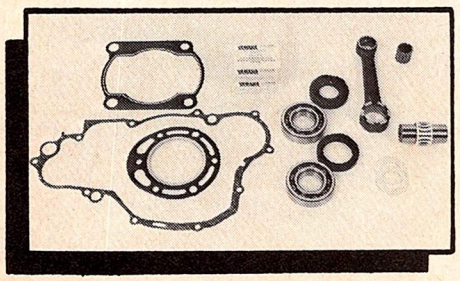

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CAN YOU FIND THE AXO BOOT IN THIS PICTURE?

Please do not attempt to adjust the color of your magazine.

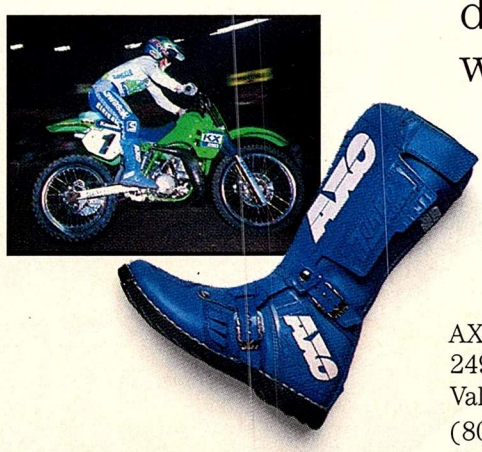
The truth is, they're all Turbo Plus boots. Only now they come in a rainbow of colors like you've never seen before.

You see, shortly after the Turbo Plus was named the #1 top-rated boot in America*, we discovered that, while red, white, and blue may be patriotic, riders wanted a little more variety. So now Turbo Plus boots are available in more colors and more styles at more dealers than ever before.

**Motocross Action 1989 Reader Survey*

Pictured left to right: Kawasaki Green/Blue, Kawasaki Grey/Grey, Yamaha White/Blue, Tuf Blue/Neon, Tuf Gray/Fl. Green, Kawasaki Blue/White, Hondaline® Turbo Plus boots are available only through your authorized Hondaline® dealer. YZR Turbo Plus boots are available only through your authorized Yamaha

You'll find race team colors at your local Honda, Yamaha or Kawasaki shop. Radical, one-of-a-kind looks from Tuf Racing. And the all-new Granite Turbo Plus boots from your authorized AXO Sport dealer.



If it's color you want, it's color we got.

In fact, with so many different combinations from which to choose, there's only one thing left for you to do.

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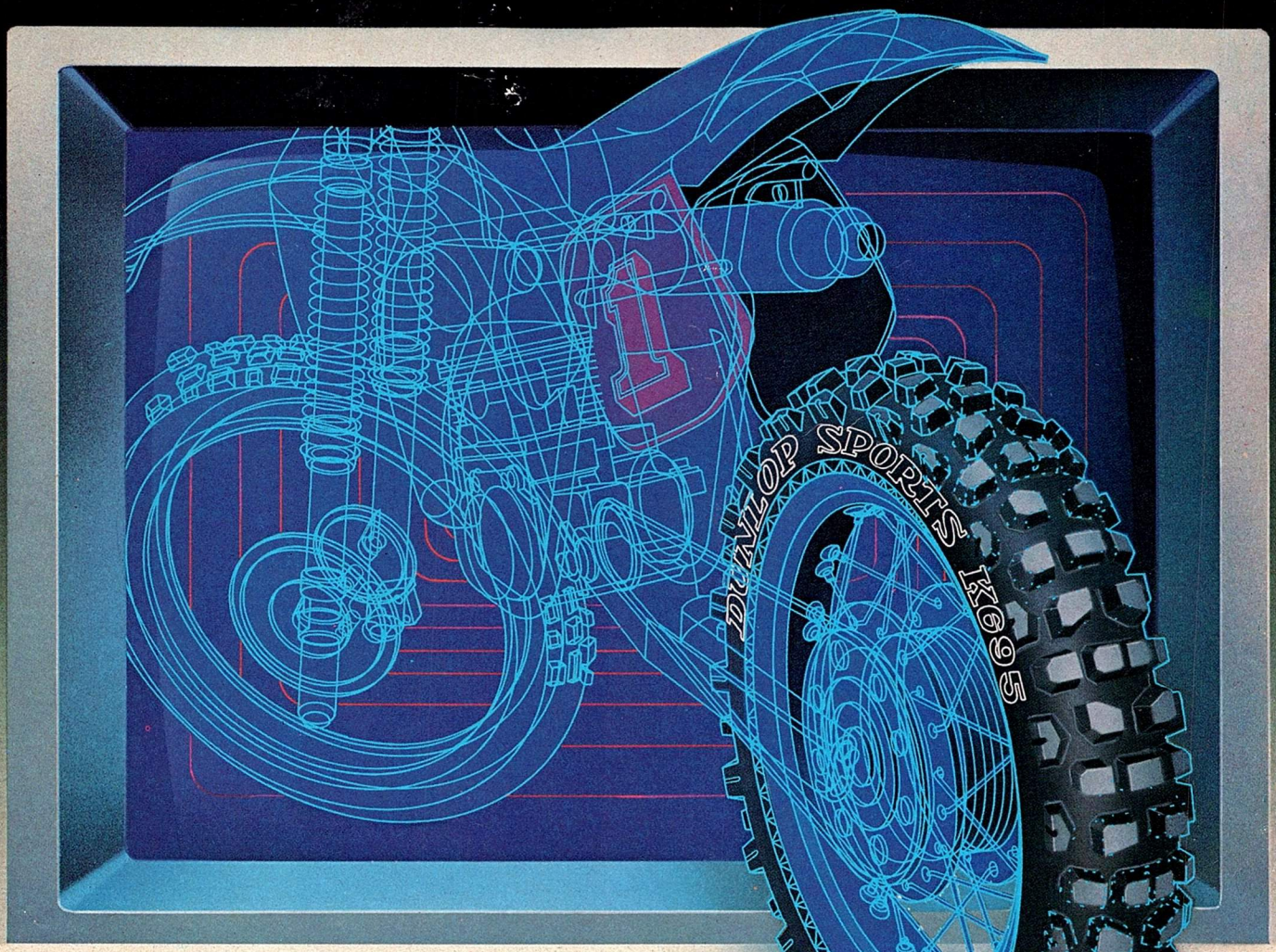
aler. Kawasaki Turbo Plus boots are available only through your authorized Kawasaki dealer. Tuf Turbo Plus boots are available only through Tuf Racing.



DUNLOP K695IT. THE OFF-ROAD TIRE YOUR BIKE WAS DESIGNED FOR.

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In fact, for the fifth straight year, Dunlop swept every AMA National Pro Motocross Championship in America – from Stadium Supercross to Outdoor Nationals. Plus, Team U.S.A. drove to a first on Dunlop at the prestigious Motocross des Nations.

IT'S THE ONE FOR YOU – You don't have to be a racer to want outstanding performance from your dirt tire. But what we learn on the track, we put in our tires. Right now, the Dunlop K695IT all-terrain tire is waiting for you. **Now available in popular 18″ and 19″ and mini sizes.**

DUNLOP TIRES FOR SPECIAL CONDITIONS – This year the race-proven K595HT hard terrain and K990ST soft terrain rears are **now available in 18″ and 19″ sizes.** But the big news is the addition of the K695 Desert A/T, developed from the tires that won the Baja 500 and Baja 1000 in 1987 and 1988. If it's the ultimate in enduro performance you want, it's the K695 A/T you should get.

Dunlop's popular line of rear tires combined with either the K490 or K139 fronts gives you the right knobs on any track or trail. Whether it's dirt, dust, sand or mud… look to Dunlop for the leading edge of design that wins for the pros and for serious riders like you.

There's a Dunlop tire waiting for you at your local dealer. See him today!

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